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UP FRONT

Porsche is keeping supply of enthusiast models like the Cayman GT4 down in order to create demand and status. But who's winning? With GT4s on the market at £100,000+ it's certainly not customers

Tried to get some tickets for a gig recently. I knew it was going to sell out pretty quick, so was primed and ready to go the moment they came on sale. No surprises that my rural internet connection was no match for the towns and cities and I watched helplessly as the tickets disappeared. Out of desperation I tried one of the ticket reselling sites. And wouldn't you know it, just minutes after the gig had sold-out, there were plenty of tickets up for grabs at double the face value, thanks to ticket touts. Funnily enough, some of the reselling sites are also owned by the primary ticket selling sites, too.

“ The apparently sold-out Cayman GT4 is in plentiful supply ”

Where on earth am I going with this? Well, it strikes me that it's not unlike buying any sort of new Porsche with a GT or RS badge (or both). As you can see in the back of the mag in our Market Watch page, the apparently sold-out Cayman GT4 is in plentiful supply, with delivery mileage examples at over £100,000, some of them at Porsche Centres, too (how does that work?). Apparently they're selling, too, just as sold out GT3 RSs are selling at £250,000+. I understand that there's an element of supply and demand going on here, but the bottom line is dealers are profiting very nicely from limited supply, and they are clearly exploiting their access to these cars. The answer? Carry on building GTs and RSs, but c'mon Porsche, give us something hardcore that isn't a limited edition.

STEVE BENNETT
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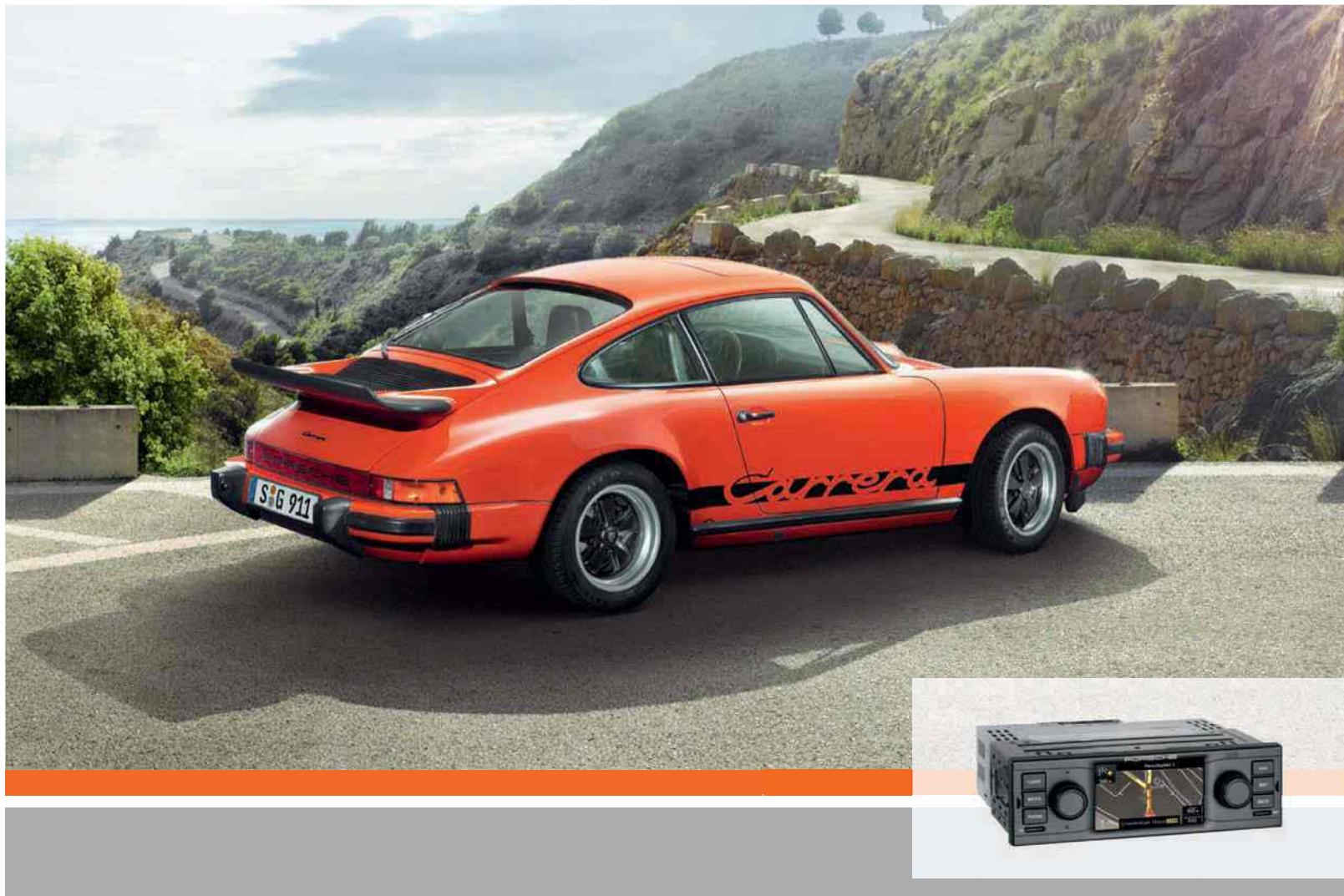
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*Classic Porsches up to 993 with a DIN-1 interface

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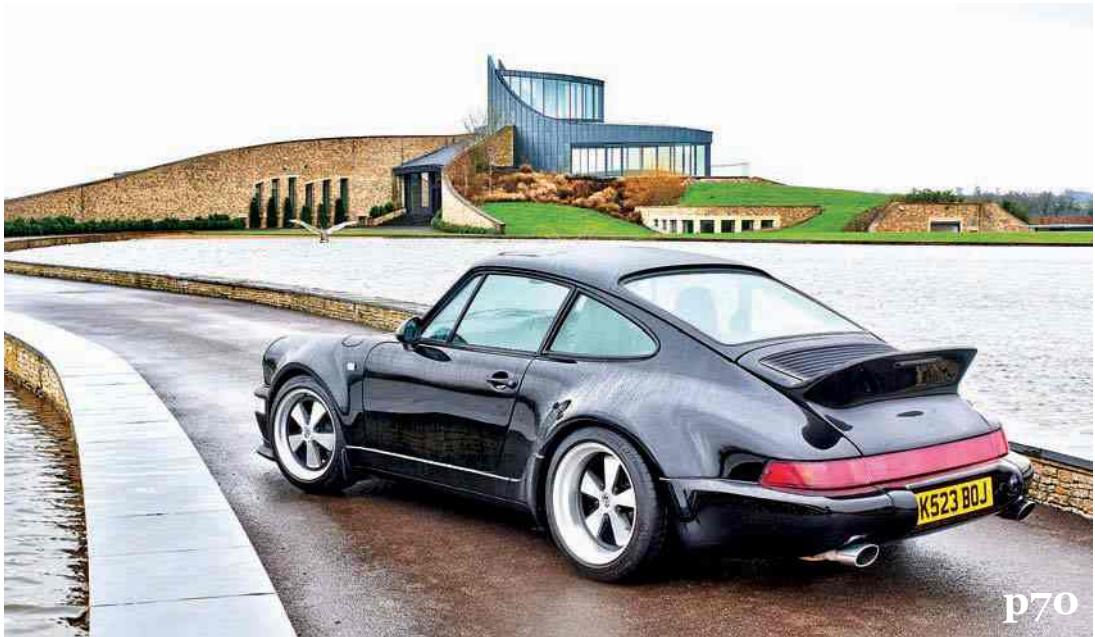
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NEWS

Panamera Sport Tourismo will go into production. Official 718 Boxster pics and specs. Normally aspirated 991 GTS rumoured. Seinfeld Porsches up for auction. Porsche commits to carbon-fibre, plus 'emotional' electric Porsches!



PORSCHE PREPS PANAMERA 'SHOOTING BRAKE'

Closely based on the Sport Turismo concept, on sale in 2017

Porsche's stunning Panamera Sport Turismo concept is going for production. First seen at the 2012 Paris motor show, the 'Shooting Brake' style Sport Turismo will be part of an all-new Panamera family, due to go on sale early next year.

As our spy images show, Porsche has delivered not only on the elongated roof line of the 2012 concept, but also much of the detailing. That starts with more sculpted, shapely hips over the rear wheel arches compared to the current Panamera. The character lines that flow into the front

wing vents are sharper and bolder, too, just like the Sport Turismo.

What can't be seen, at least not in full, are the front and rear light clusters. However, just visible through the camouflage stickers are horizontal internal headlight graphics that look a dead ringer for those on the concept. The rear clusters on the test mule are more thoroughly obscured. However, it was the Sport Turismo that previewed the so-called '3D' rear clusters now seen on the latest 911 models and the Macan. Prototypes of the standard fastback version of this new Panamera model have clearly also taken

cues from the Sport Turismo.

Inside, the revolution continues. While the original Panamera's body styling met with mixed reviews, its classy, high-quality cabin received universal praise. With the new Panamera, Porsche is upping its in-car ante even further. The biggest change addresses arguably the Panamera cabin's one weakness, namely the explosion of buttons on the central console above the transmission tunnel.

In their place is a slick, flush-mounted panel that massively reduces visual clutter. But here's the clever bit. Instead of physical buttons, the panel uses capacitive

Worth digging out the concept pics again we think. The Sport Turismo, as shown at the Paris motor show in 2012 was one of Porsche's more dramatic styling efforts, and is now certain to reach production





Spy shots show the Panamera Sport Turismo testing. It is clearly very similar to the prototype, with just a false rear panel to put keen-eyed car spotters off the trail

touch technology just like a modern smartphone or tablet. However, it's not clear yet whether the panel is underlaid with full LCD displays or merely backlit status lights.

Either way, just above the console is a new high resolution touchscreen which is thought to share its core technologies with upcoming models from sister brand Bentley. That's because the the next-generation Panamera is based on a platform that will also sire new Bentley models. That said, the Panamera's multimedia functionality is likely to mirror the latest PCM system in the latest

Porsche sports car models with Real Time Traffic, Google Earth and other connected features in the mix.

All of which just leaves the minor matter of powertrains. The diesel and petrol models, including the mighty Turbo, will again be offered and no doubt with more power and performance than ever. But it's probably the hybrid models that will offer the most technical intrigue.

The existing Panamera E-Hybrid has already evolved from mild hybrid to offer plug-in charging capability. For the new range, expect a boost in electric power from the outgoing model's 95hp, plus pure-



PURE-ELECTRIC PANAMERA?

With multiple hybrid models likely to be in the next-generation Panamera model mix, can we expect to see a pure-electric Panamera at some point in its life cycle? In a word, no.

For a pure-electric Porsche, you'll have to wait until 2020 and the launch of an all-new production car inspired by the recent Mission E concept. That's because the engineering requirements for pure-electric cars are so radically different, a bespoke platform is required. That platform, to be shared with the next-generation VW Phaeton which will also be all-electric, is currently being engineered for use across the entire VW Group of brands.

Still, Mission E should be worth waiting for. If it looks anything like the concept, it'll be a stunner. And with 600hp and a range of around 350 miles, Mission E is certainly more mile muncher than milk float.

EV range extended beyond 22 miles.

What's more, odds are Porsche will create more than one hybrid model. Like the combustion powered models, hybrid technology will be offered with differing price and performance mixes. As for pricing, a modest up tick from today's £63,913 base model is a given.

A launch at the Paris motor show later this year would make for a neat four-year cycle from concept to production. So, we'll put our money on that and sales starting early in 2017. Predicted sales? Well, if it looks half as good as the concept, it should be a winner.



718 BOXSTER REVEALED

Styling and full technical details unleashed



Last month we had most of the technical details. Now we know exactly what the new 718 Boxster looks like thanks to an official reveal from Porsche.

The changes are a bigger departure than Porsche made with the recently revised 911. But then the 718 with its controversial new flat-four engine is also a bigger technical leap. For the record, Porsche says every exterior panel has been changed for the 718, save for the front and rear boot lids. The front end is smoother and sleeker, while the flanks have new air intakes that extend beyond the body surfaces. Full LED headlights are now an option and include Porsche's signature four-point daytime LEDs.

But it's at the rear where Porsche has made the biggest changes. Out goes perhaps the 981's most distinctive styling feature – the way the rear spoiler was integrated into the tail light clusters. Instead, the new lights are externally simpler but sport complex internal graphics, including four-point LED brake lights. The bold new "PORSCHE" badging situated on a black plastic strip below the pop-up spoiler also gives the 718 a very distinct look.

Inside, much of the 981's cabin architecture is carried over.

But Porsche says it has improved material quality. Boxster aficionados will also spot new air vents and the optional 918-style steering wheel, complete with Porsche's new Mode switch which includes the Sport Response Button. It's a sort of push-to-pass feature that ramps up the car's responsiveness for 20 seconds.

Other technical novelties include a new optional PASM Sport active suspension option. It lowers the car a further 10mm compared to the standard PASM suspension for a grand total of 20mm lowering versus a passively suspended 718.

Of course, the biggest innovation of all are those flat-four turbo engines. The base Boxster now packs 300hp from a 2.0-litre flat four while the new S extracts 350hp from a 2.5-litre four. With the optional PDK gearbox and Sport Plus mode enabled, even the base Boxster now hits 60mph in well under five seconds. That's remarkable when you consider the new models are up to 13 per cent more efficient than before.

The 718 will be revealed to the public at the upcoming Geneva motor show. UK prices are up slightly over the 981 Boxsters. The base 718 now starts at £41,739. The S is yours for £50,695.

New front and rear aprons are the main visual changes for the 718 Boxster. Rear lights go '3D' and there is bold new 'PORSCHE' badging below the rear spoiler



Of course the real news is situated amidships and out of the way. Two 2.5-litre, flat-four turbocharged engines produce between 300bhp and 350bhp, respectively

OUR TAKE ONE LAST BREATH FOR NATURAL ASPIRATION

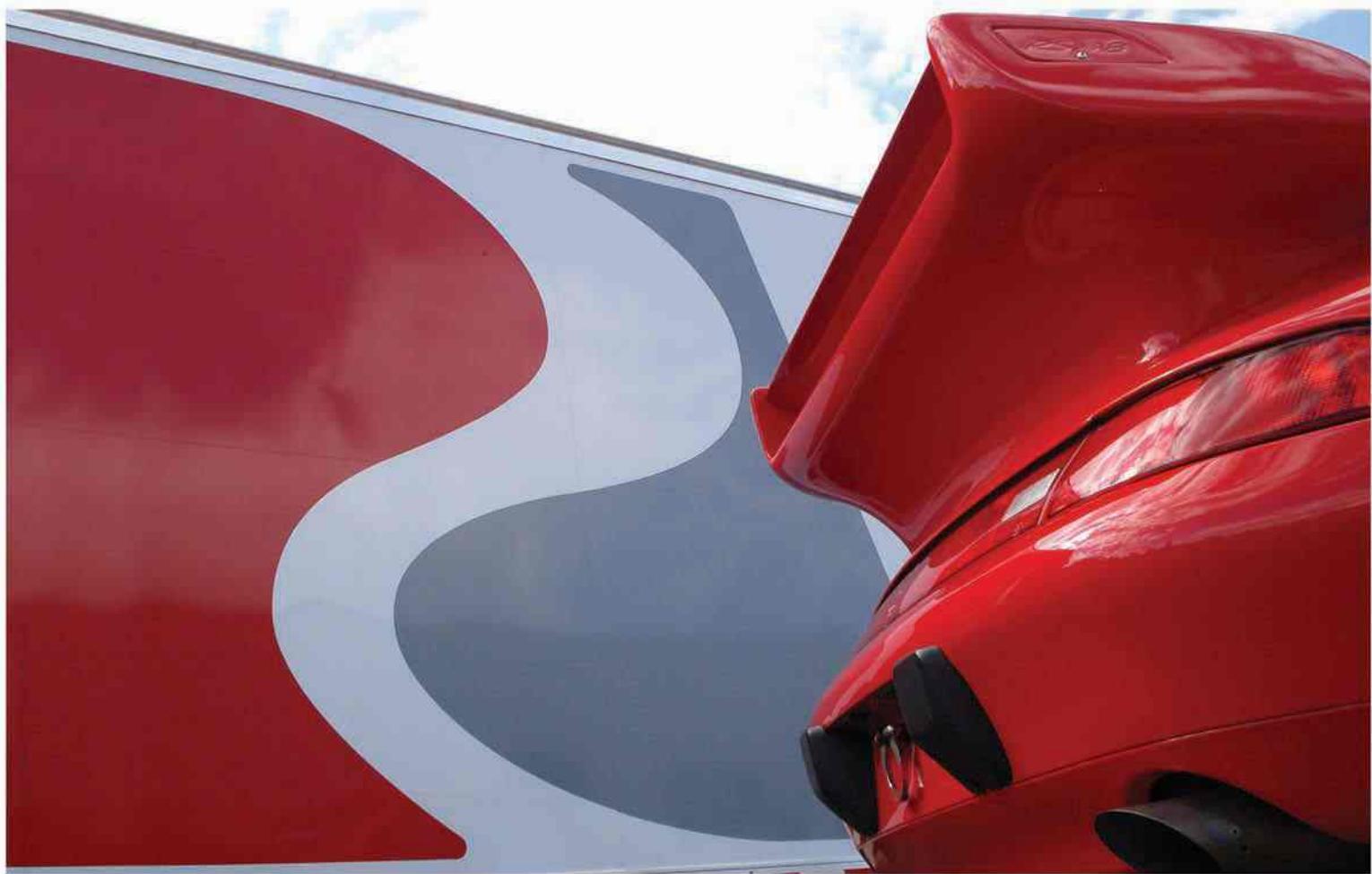
It's a risky business, trading in rumours. As we go to press, the latest gossip is that the upcoming new 911 GTS models will revert to the old 3.8-litre naturally aspirated flat six.

By the time you read these words, the truth may have been outed at the Geneva motor show. But let's roll the dice anyway. In some ways, a naturally aspirated GTS would actually be a pretty dramatic departure from previous 911 GTS models. That's because the 911 GTS has thus far been one of those greater-than-the-sum-of-its-parts cars. Objectively, it's a parts bin special. Subjectively, it's a lot more than that.

But the latest 911, as we all know, has a new turbocharged engine. So tooling up the GTS model for a naturally aspirated engine that's no longer used elsewhere would make for a costly car to manufacture. It also sends out mixed messaging about turbocharging. If the GTS eschews blowers, what does that say about the lesser turbocharged engines?

Another problem is perceived performance. The new turbo engines deliver so much easy torque, the naturally aspirated GTS will probably feel slower to most people, most of the time, even with a significant power boost. All of which means we'll believe it when we see the naturally aspirated GTS. But we won't be complaining if it happens.





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PORSCHE COMMITS TO CARBON-FIBRE

Will future Porsches be made of carbon-fibre? Yes, but not entirely and not immediately. Unlike some other big brands like BMW who are already making series production cars substantially from carbon-fibre, Porsche thinks a gradual transition to the super-light, super-strong material is the way forward.

That's the message Porsche put out in a recent blog post on its official news website. "The simple reason: the costs of carbon-fibre parts are still very high compared to metal parts for the same production volumes," the post explains.

"The production of carbon-fibre itself is very energy and cost-intensive; processing it into an end product requires significantly more complex, time-intensive production processes with less automation compared to metal materials."

However, Porsche does have a roadmap for gradually increasing the carbon content of its cars. "The number of car models with carbon parts is growing at Porsche. In addition to the 919 Hybrid, the 911 GT3 RS street sports car trims several kilograms of vehicle weight by using CFRP to produce the boot lids, rear spoilers and wings. And the 918 Spyder puts a chassis on the road that is made entirely of carbon fibre and has a CFRP monocoque."

Specifically, Porsche thinks the long term answer is hybrid carbon-metal construction. "Intelligent hybrid construction methods which combine the benefits of metals and fibre-reinforced polymer composites have high potential for economic lightweight design, especially at medium to large production volumes. This much is certain: Porsche will still be adding a number of new chapters to the history of carbon-fibre." So now you know.



PORSCHE CEO PREDICTS 'EMOTIONAL' ELECTRIC CARS

Dr. Oliver Blume reveals Porsche's philosophy for its upcoming EVs

All-electric Porsches are coming, that much we already know. But Porsche's new head honcho, Dr Oliver Blume, has revealed some of the thinking behind Porsche's future EVs, including the production version of the Mission E concept.

For starters, Blume says that while electric Porsches are inevitable, they are more than merely a sop to market demands. Electric Porsches are, "not a concession, more of an enrichment. We are setting a bold exclamation mark for the future of the brand," Blume says.

Importantly, an electric Porsche will still very much be a Porsche. According to Blume, "what we offer will in part be different. Whatever is labelled Porsche must always be Porsche inside. I call it emotional sportiness."

That applies specifically to the Mission E, too. "The technology of the car is radically new. Yet the philosophy behind it is pure Porsche: our objective has always been to offer the sportiest and technologically most sophisticated vehicle in each of our market segments. That is true of the 911 and 718, the pure sports cars, it is also true of the Cayenne, Macan and Panamera – and it will be true of the Mission E," Blume explains.

"It combines excellent driving performance and forward-thinking practicality with the unmistakable Porsche design. In plain

Porsche's new chief

Dr Oliver Blume (above right), claims the new electric Porsches like the Mission E concept (below) will still be

unmistakably Porsche in terms of driver interaction.

'Emotional sportiness,' as he puts it. A little lost in translation perhaps, but we get it



language this means the first 800-volt drive system, hence a doubling of voltage compared with current electric vehicles. The Mission E produces a system output of 600 hp, a range of more than 500 kilometres. It has all-wheel drive, accelerates from zero to 100km/h in less than 3.5 seconds. Eighty per cent of the electrical energy can be reloaded in roughly 15 minutes' charging time."

Impressive stuff, but if there's one big new automotive tech that Blume is rather more circumspect about, it's self-driving cars. "A Porsche is something that you want to drive yourself. There are, however, interesting subfunctions," is Blume's cryptic comment on the subject. The full interview is available online, so hit up bit.ly/1QXAzsE.



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REVOLUTION PORSCHE'S ALTERNATIVE 'WARRANTY'

Porsche Centres aren't your only option

Last month, we brought news of Porsche's decision to extend the qualifying criteria for its extended warranty to cars up to 15 years old from the previous 10-year limitation. For owners of Porsches of a certain age, that's an intriguing development. But it does require that you operate largely within the Porsche Centre network for servicing and maintenance.

But what if you would rather use an independent service centre? Perhaps do some of the work yourself or even use pattern parts on occasion, perish the very thought, but still have the peace of mind of cover for major faults like engine failure?

One option is a maintenance scheme like that offered by Revolution Porsche of Brighouse, West Yorkshire. To find out more about Revolution's Protection Plan, we caught up with Director Russ Stanley. It turns out the plan has actually been running since 2014, but it's perhaps less well known than that of Hartechn's similar scheme.

Like Hartechn, Revolution's Protection Plan involves a monthly fee, in this case £85 plus VAT. For that you get all servicing covered, including fluids and service parts like spark plugs. The plan also covers all labour for mechanical failures. In other words, should a part fail, you'll only pay for the part, not the labour to fit it. The defining difference from the Hartechn plan is the absence of any mileage limitations.

Being accepted onto the Revolution Plan is also less of a leap. For most models, the minimum requirement is an £85 plus VAT inspection fee. For a few high risk models, including first generation 3.4-litre 987 Caymans and 3.8-litre 997s, Revolution also requires a bore inspection, which adds another £99 plus VAT. Should you have a full service at the same time as registering for the Plan,

Stanley says these costs can often be folded into the service fee. It's a very reasonable package.

If the worst happens, Revolution does most engine rebuilds in house and for those interested in the specifics, they use steel rather than Nikasil liners to rebore M96 and M97 engines. It's also worth noting that Revolution is happy for owners to supply their own parts. Handy if you like shopping around for the best deals. Overall, Stanley says Revolution's approach is about fairness. "We don't want to be known as the most expensive or the cheapest," he explains. "What we want is to be fair and to help people drive their dream Porsches." Sounds good to us. Learn more at revolution-porsche.co.uk.

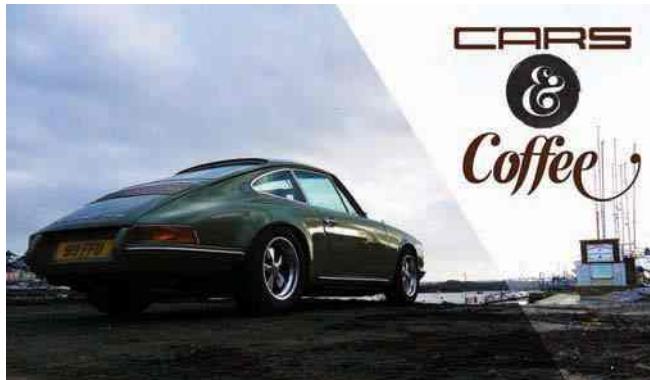


CARS AND COFFEE WITH WILLIAMS CRAWFORD

Calling all you South Western Porsche owners. Williams Crawford of Saltash near Plymouth is holding its first cars and coffee event on Saturday 12th March from 8am to 10:30am.

Porsche specialist Williams Crawford says the event is inspired by the popularity of morning car meets in California and allows for a relaxed environment for enthusiasts to meet, chat and drink coffee. While the focus is on Porsches, the event will cover many different types of vehicle from prestige, to hot rod to vintage motorcycles.

The venue is Williams Crawford's own facility, just off the A38 Tamar Bridge on Moorlands Trading Estate, post code PL12 6LX. Proceeds from coffee sales will go to the Batten Disease Family Association. Donations are also welcome. Here's hoping for some excellent South West weather. Californians eat your hearts out. Find out more from bit.ly/1QZSVt3.



Cars and coffee isn't exclusive to California. Williams Crawford's first event is on March 12 from 8am to 10.30am. Wrap up warm!

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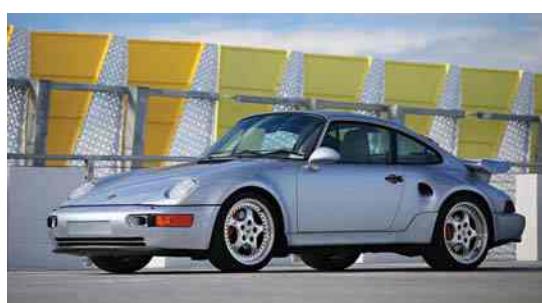
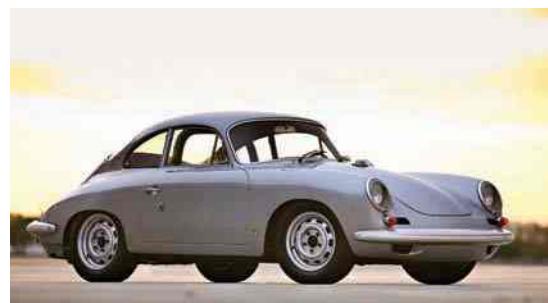
As Porscheophile celebrities go, they don't come much bigger than American comedian Jerry Seinfeld. A car guy through and through, Seinfeld has long been known to favour Porsches above all other brands.

It's not clear how many Porsches he owns. But here's a metric that gives some insight into the scale of his collection. Seinfeld is rumoured to own no fewer than 10 Boxsters. And Boxsters aren't his favourite Porsches. However, what we do know for sure is that he's putting 16 Porsches from his collection up for sale.

Each of the 16 is a very special car in its own right, so the mind boggles at the thought of the Porsches Seinfeld has decided not to sell. But here are some of the highlights. Let's start with the 2000 Carrera GT. What's that you say? The Carrera GT didn't go on sale until 2004? Correct. But this is no ordinary Carrera GT. It's the original show car from the Paris 2000 motor show. Is it even road legal? Who knows, but that's probably not the point.

At the other end of the timescale are icons like a 1955 Spyder with unusual blue coachwork. Estimated sale price? A mere \$5 million. The 718 RSK is another eye popper. In fact, it's so exotic auctioneers Gooding & Company are declining to publish an estimate. But doesn't it look staggeringly timeless for a car created in the Fifties?

Another breathtaking and ageless beauty is the 1963 356 B 2000 GS Carrera 2 Coupé. What a machine, enough said. There's plenty for modernists, too. Like the 2011 997 Speedster and 2012 997 GT3 4.0 Cup. Or how about some esoterica including a 1958 597 Jagdwagen or the 1994 964 Turbo 3.6 S Flachbau. It's an embarrassment of Porsche riches. The sale takes place on March 11th at Gooding & Company's Amelia Island Auction. For the full line up, head for bit.ly/1RhED9f.



BOLTON OPC PAYS £35,000 TO SNUBBED RS 4.0 CUSTOMER

A Porsche Centre has been ordered to pay £35,000 in damages plus legal costs after a customer successfully sued for failure to supply a limited-edition 911.

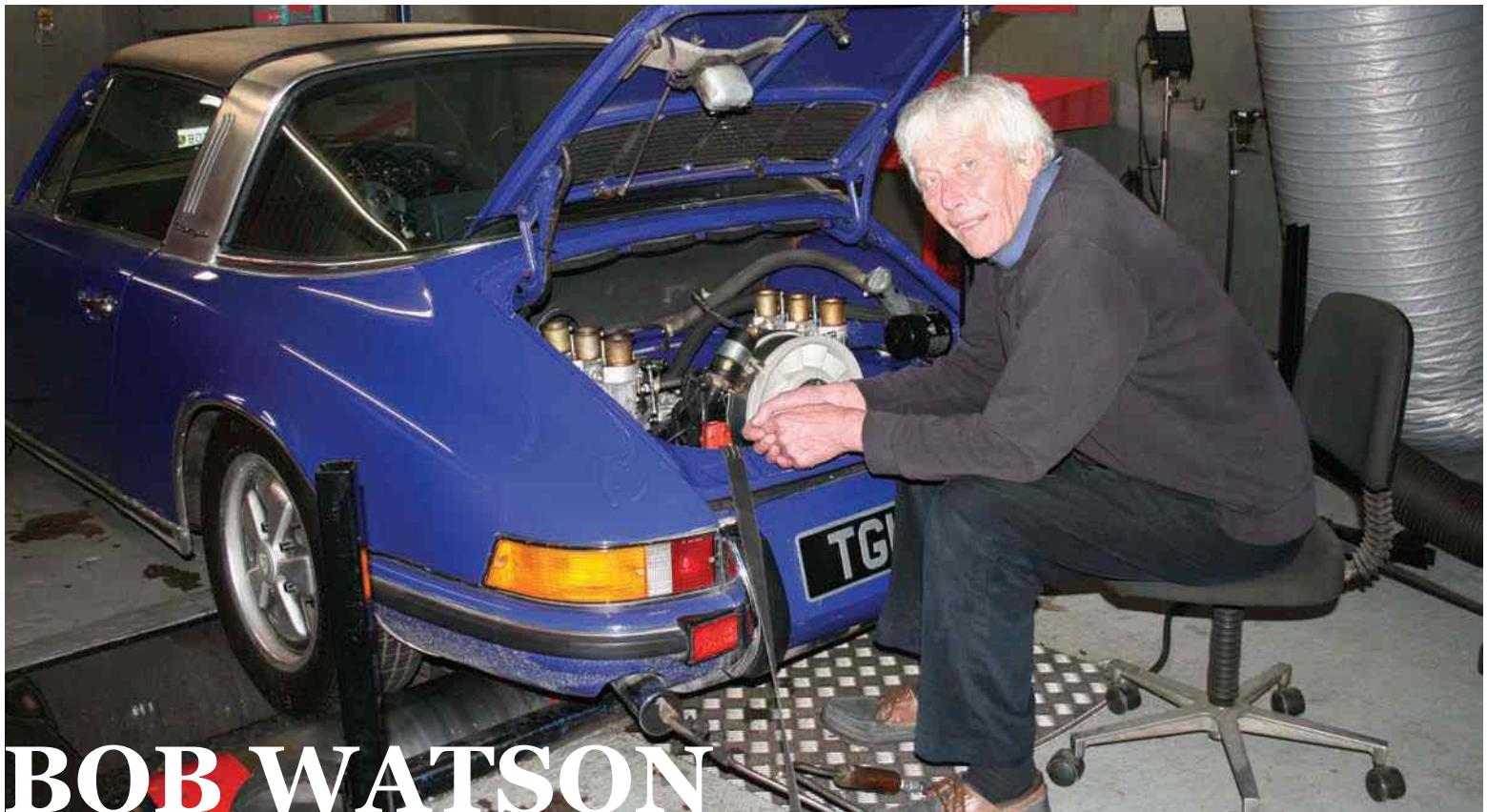
Kevin Hughes, 67, won an appeal at the high court following a legal dispute dating back to 2011 and an order for a 997 GT3 RS 4.0. Hughes placed a £10,000 deposit with Porsche Centre Bolton for the last-of-breed Mezger-powered model, only 30 of which came to the UK, and was assured that he was first in line should the Centre receive an allocation.

He was later informed that Bolton had not been allocated any of the 4.0-litre cars and his deposit was refunded. However, Hughes discovered that Bolton had in fact been allocated a car, but that it had been supplied to another customer.

Initial legal action at Preston County Court determined that Hughes had only made "an expression of interest" rather than secured a legally binding agreement to supply. But Hughes persisted and thanks in part to an email trail was ultimately vindicated at the Court of Appeal. Three senior appeal judges deemed it "as plain as a pikestaff" that he had had a legally binding contract and awarded £35,000 in damages, an estimate of the difference between the price Hughes would have paid for the car and its value today, plus legal fees.

Recent low-volume specials including the Type-991 GT3 RS and the Cayman GT4 have ignited both hot competition for allocations and prices well in excess of list on the open market. So, at the very least this decision sets an intriguing precedent for the future. There may also be one or two PCs frantically reviewing their old emails.





BOB WATSON

There are certain people we meet in life who we regard as immortal – we simply cannot imagine the Porsche scene without them. Bob Watson was one of those people, so it was with a sense of shock that I received a message to say that Bob had passed away, writes *Keith Seume*.

For anyone involved in the Porsche scene in the UK, Bob's name will be a familiar one. Few could ever match his incredible knowledge, most notably on how to get the best out of an air-cooled 911 on the rolling road, or fathoming out the intricacies of the factory fuel-injection system on a 2.7 RS. He was a font of knowledge, in the truest sense of the term.

Bob's first introduction to Porsches came with the purchase of a 911S back in the early 1970s. In 1975, he left the workshop at which he worked to join Maltin Engineering, the Porsche agents in Berkshire and, by his own admission, never looked back. He went to Stuttgart to receive formal Porsche training, where he learned the skills necessary to maintain and tune cars such as the 3.0RSR factory racers.

Racing became a big part of Bob's life. He bought a 1973 Carrera

RS in 1981 and entered the Porsche Club championship, and then moved on, via a 2.4 911E, to a 3.5-litre RSR and a customer's 935 K3. He worked for Mike Greasley at Dage Sport before, in 1984, setting up his own business in Oxfordshire. It was there that he bought his famous rolling road, rapidly becoming the 'must-see' guru for anyone wanting their Porsche to perform at its best.

Gradually, after some changes to the way the business was being run with a new partner, Bob opted to go it alone again, moving down to Dorset for a couple of years (during which time he built the engine for my own car) but the call of family and the Oxfordshire countryside became too strong. He moved back to his home territory in 2015, helping out Neil Bainbridge at BS Motorsport as well as fettling his personal toy, a highly-tuned Nissan Skyline.

And now Bob has left us. We'll miss his wise words, his years of experience and stories of days gone by told with a roll-up in one hand, a mug of coffee in the other. But most of all, we'll miss that ready smile and cheery 'Hiya, how're you doing?'. So long, Bob, it was a privilege to know you.



ALL ABOUT THAT BASS...

If the new 718 Boxsters look quick on paper, if anything they'll feel even more dramatic behind the wheel thanks to all that easily accessible turbocharged torque. But what will they sound like now that the iconic flat-six has morphed into a flat-four? Now that's a question.

Luckily, we have the answer. Or rather, Porsche's official YouTube channel does – [youtube.com /user/ Porsche](https://www.youtube.com/user/Porsche) – in the form of multiple videos that reveal the full range of that flat-four soundtrack. You can decide what you think for yourself. But here's a hint. It's all about that bass. Flat-six? Pah, that's so last year!



LAST CALL FOR ANNUAL PORSCHE RS DAY

The 16th Annual Porsche RS Track Day at Oulton Park is all set for 11th March. It's a full open pitlane day at the picturesque Cheshire circuit. And it's reserved purely for Porsches.

The Oulton day is a sure fire for all manner of mild to wild Porsches. Highlights from 2015's instalment included everything from Boxster Spyders to ex-Carrera Cup 964 racers and the usual army of hot-lapping GT3s.

Spaces were limited as we went to press, but organisers MSV are maintaining a reserve list and you can always pop along for the sheer spectacle. To find out more head for msvtrackdays.com or call 0843 453 3000.

Oulton Park is the venue for the annual Porsche RS track day on 11th March. Note proximity of barriers to track. To any RS owner brave enough to take their investment on track these days, we salute you. Indeed, we may even come along and watch...



911 IS THE ONE FOR KEANU REEVES

Neo's new ride is a Carrera 4S

While we're talking celebs, here's another card carrying Porsche fan that does things a little differently. If Jerry Seinfeld is famous for his prolific Porsche habit, Keanu Reeves is his perfect opposite. Fittingly for an actor who made his name playing 'The One' in the *Matrix* series, it turns out Reeves is a one-car guy.

For many years, that car was a simple, black, understated 993 Carrera 4 of the narrow bodied variety. Until the Sled, as he called it, was stolen. Its replacement? The modern equivalent, namely a Type-991 3.8-litre Carrera 4S. Like his 993, Reeves' 991 spec is quite specific. Sunroof and manual transmission

were must-haves. We like his style.

However, buying new also allowed Reeves to personalise his 991. Special-order black anodised interior trim panels and a 12 o'clock centre marker on the steering wheel are among the unique features. As for his driving preferences, if the manual transmission wasn't enough of a hint, it seems Reeves is something of a purist.

"I don't just love hitting turns and apexes," he says. "I enjoy the fact that the car allows me to be fast and efficient. I have developed a bond with it." Not your average movie megastar, then. Just a Porsche lover like the rest of us.

THREE MORE FOR YOUR LIBRARY!

Three great books from DK, each with appeal for anyone who loves driving – and loves Porsche history. After his last book *Escapes*, Stefan Bogner returns to the Alps again with his illustrated book, *Porsche Drive*. This time not only did he photograph particular routes, but he looked for the ideal tour through the Alps, taking in three countries and 14 passes – the perfect little escape for four days!

Porsche Drive focuses on the journey in a mouth-watering variety of models, such as a Porsche 906, the Porsche 911, Porsche 918, and more. Stefan Bogner also gets to drive his own 1970 Porsche 911ST.

Apart from showcasing Bogner's photographic talents, *Porsche Drive* offers information on each route, so you can follow the itinerary on a long weekend away from home.

With text in English and German, it's published by Delius Klasing Verlag, with 440 pages and 350 illustrations. It's priced at £28.99.

In his book *My Porsche Book* – the 356 icons, photographer René Staud portrays all variants of the classic Porsche 356. As a dedicated collector, he showcases his own collection, but photos taken by other 356 owners are published as well.

This comprehensive illustrated book tells the story of René Staud, too. His special use of studio lighting – the so-called 'Magicflash' – gives the subjects an exceptional look, the cars becoming sculptures. An excellent book for any automobile fanatic, it comes with text in English and German, and is edited by Jan van Rossem. There are 244 pages and over 100 stunning photos.

It's priced at £55.99.

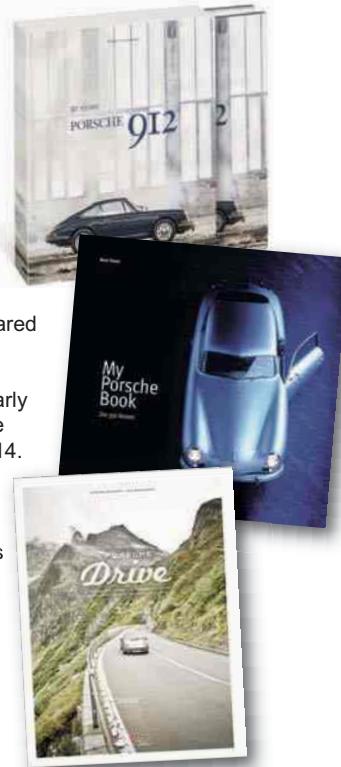
In the spring of 1965 Porsche launched the 912 model, which was designed to replace the Porsche 356C and SC as a reasonably-priced entry-level model. 50 years of Porsche 912, by Jürgen Lewandowski, is limited to just 912 copies, and describes the development of the Porsche 912 and its modifications in comparison with the 911, and also the evolution and alterations it underwent in four years of manufacture.

When the 912 was introduced in the spring of 1965, some feared it might be seen as a lesser model to the 911, but because the latter was so expensive, many Porsche devotees in Germany quickly warmed to it, to the point that it outsold the 911 in the early years. From 1966 to 1969 approximately 32,000 examples were built, the model being replaced ultimately by the mid-engined 914.

Apart from telling the history of the Porsche 912 coupé (built from 1965 to 1969), this book also presents the story of the Porsche 912 Targa (launched in 1966). Less well-known, but all the more intriguing, is the story of the Porsche 912E, which was built in 1976 exclusively for the US market, and of which only 2099 specimens were produced.

This fantastic limited edition slip-cased book is a must for all Porsche historians and 912 owners alike. It's priced at £75.00 and consists of 176 pages and over 100 illustrations.

All three books shown here can be ordered in the UK by visiting www.accdistribution.com/uk





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PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership

BILLIES FOR YOUR 981 BOXSTER

Breathing new life into an old Porsche. That'll be an air-cooled 911, right? Nope. It's still so fresh it's hard to believe, but with the announcement of the new 718 Boxster the outgoing 981 model is now a back-catalogue car. So, bring on the mods. Like Bilstein's new B6 Damptronic kit. It's a set of electronically adaptive dampers with full compatibility for Porsche's PASM system. Fitted to PASM-equipped 981s, they allow the same dual-mode operation along with constant adaptation to road conditions and indeed your driving style.

Bilstein says the B6 Damptronic offers dramatic improvements in handling over the factory PASM shocks while maintaining day-to-day comfort. Also compatible with 981 Caymans, the full set of four will set you back £1918 including VAT. Find out more from bilstein.com



PRIME PISTONS

To paraphrase Basil Fawlty, don't mention the bores. We did once, but we think we got away with it. Yes, it's the controversial subject of cylinder bores in modern Porsche engines. But however likely premature bore wear truly is in certain 996 and 997 models, one thing is for sure. If it does happen, you'll need some new bits. Bits like JE's pistons for 996 Carrera 3.4 and 3.6-litre engines as supplied by Cambridge Motorsport Parts. Handily, they can supply them straight up for use with iron and steel-liner repairs or Teflon coated for use with fancy alloy liners like Hartech's Nikasil cylinders. Either way, you're looking at a starting price of £1100 plus VAT, complete with rings, pins and clips. For more info, point your PC, Mac, Phablet or phone at cambridgemotorsport.com or call them on 01462 684300.



CAM IT UP

While we're talking oily bits, how about something more traditional? Like a set of hot cams. Kent Cams has a new range for all air-cooled 911 model years from 1965 right up to 1989. The slightly spicy but still tractable Competition/Sport profile is likely to be the most popular. But Kent can do cam profiles to suit your preference, including full-on race specification. The camshafts are produced on new chill-cast blanks and are precision ground to the required profile. Kent recommends that these cams are installed by a Porsche engine-building specialist and can put customers in touch with their nearest suitable specialist. For this reason the cams will only be available from approved Porsche engine specialists. The new Kent Cams for the Porsche 911 are available at a recommended retail price of £640.00 per pair plus VAT. For more info check out: kentcams.com



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IMPORTANT NEW MEASURES

One here for track day fiends and the more technical DIY-ers among the 911&PW fraternity. It's the new B-G Racing gauge for measuring wheel camber and castor. Hewn reassuringly from billet aluminium, the gauge measures a range from fully minus-six to plus-six in terms of camber settings.

As for castor, you're talking minus-four to plus-12, which again has your bases more than covered. B-G says the stepped design ensures the gauge and its vials are correctly aligned with the wheel hub for maximum accuracy. If you're the kind of Porsche owner who likes to pop the bonnet at track days and slide the top mounts across for a bit more bite, achieving that both with added accuracy and the ability to return to your preferred road setting is quite appealing. Yours for £155.99 inc VAT, bg-racing.co.uk is the place to find out more.

ALCANTARA AWESOMENESS

Contrary to popular belief, Russian physiologist Ivan Pavlov did not, in fact, ever use a bell to condition dogs to anticipate imminent feeding sessions. What the devil does that have to do with an Alcantara arm rest for 987 and 997 Porsches? Well, it goes something like this. There's an almost Pavlovian dimension to in-car Alcantara when it comes to modern Porsches. It's commonly used as a primary-control contact surface in hard core models like the GT3. And it gets our juices flowing at the mere sight of it. Whether that's worth the fully-fitted asking of £1243.99 for something which, let's be honest, will have zero impact on the dynamic prowess of your Porsche is up to you. But who can really put a price on Alcantara awesomeness? Available from your local Porsche Centre, you can find out more from porsche.com/uk.



A HOME FOR YOUR IPHONE

Various clips and cradles for clutching iPhones are widely available. But the generic sort usually come with compromises. Ideally, you'd have something custom made both for your handset and the car it's going into. Something that provides power for keeping your phone charged. Something that hooks it straight into the on-board multimedia system. That something, if the context is iPhones 5, 6 and 6 Plus along with 9x7 and 9x1 generation Porsche sports cars, at least, is the new Becker International B-Halter. The B-Halter clips rather cleverly onto the glovebox lid and allows the handset to be slid in securely. It also supports a Lightning cable connection and Becker reckons the whole shebang is so secure, it's good to go for track days. Yours for £70, point your browser at beckerinternational.com or drop a line to info@beckerinternational.com.



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VINTAGE MARTINI

1973 was a very fine year indeed. It was the year, you'll now be thinking, Porsche introduced the peerless 2.7 RS. But that's pretty piffling compared to this shattering revelation. Your erstwhile and long suffering Porsche products correspondent, he of these very pages, also came into this

world in 1973. Quite the vintage, then. It also just so happens to be the year evoked by this rather natty Martini Racing jacket. It's a painstaking replica of the 1973 season Martini team jacket, worn by drivers and pit crew alike. An officially sanctioned Martini product, feel free to lobby the 911&PW management in favour of a fund for the sartorial benefit of the aforementioned scribe and to the tune of the €149.95 (£115 in old money) entry fee. Or just bag one for yourself from selectionrs.com.

ONE TO WATCH

Some people find sticking to just one watch difficult. How about this for a single-handed solution. No, really. This watch has just one hand. The idea is simple enough. One hand is enough to tell the time just like the needle in a rev counter is all you need, in-car. If you're wondering what the Porsche connection is, the clue is in the name – Guards Red Design. Uh huh. All told, there are three models in the range and, whaddya know, the RL-71 has a red line set to 6200rpm for that air-cooled feel. The RL-72 ups the ante to 7200rpm, while the RL-73 caters to racers, real or imagined, by ditching the red line and rotating the dial. All three run a Swiss-made quartz Ronda 762 movement and a variety of leather and coloured Nato straps are available. Prices start at £242 with shipping to the UK included. Fire off an order from guardsred-design.com.



PERIOD PIRELLIS

Second coming of the Cinturato

Tempora mutantur, nos et mutamur in illis. Or, to put it another way, times change and you'll just have to live with it. Way back in 1968, the hot new Pirelli Cinturato CN36 shook the world with its innovative, low-profile 185/70 R15 construction. Yup, a '70' ratio sidewall qualified as low profile. Today, anything over 40 seems balloon-like.

Whatever, the good news for balloon buffs is that Pirelli has just restarted production of the classic Cinturato CN36 in the very same period size used as original equipment on air-cooled 911s.

Priced at £179 a pop, they're available now from longstonetyres.co.uk and perfect for recapturing both period looks and performance.

PORSCHE TORCH

What's the point of plastering the word 'Porsche' on any old product? Often not a lot. But bear with us. Because this isn't any old torch. For starters, it's hewn exclusively from stainless steel and aluminium. Next up, at 80 lumens it's powerful given its 6cm key-chain proportions. It's also LED powered for reliability and improved light quality (the colour temp is 5000–6000K, if you're into that kind of thing). It's also rechargeable and good for 5000 cycles. Rechargeable how, you ask? In your Porsche's 12v power socket, in which the torch can reside indefinitely without damaging the battery. Oh, and a full charge is good for up to two hours of operation. In fact, the only thing that doesn't seem pointedly Porsche is the surprisingly parsimonious £32 price. Available online from porsche.com/uk.



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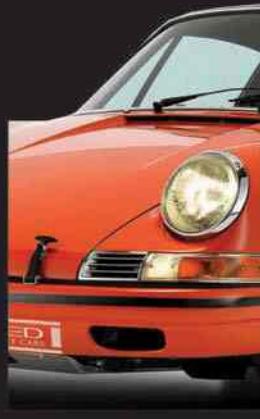



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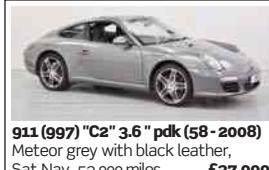


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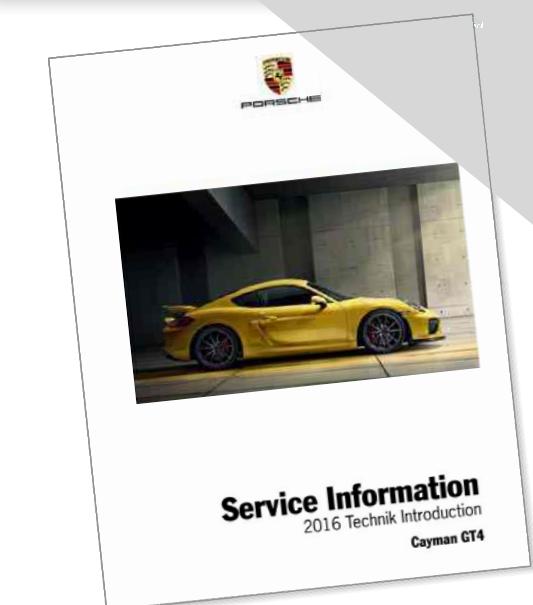
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THE USUAL SUSPECTS

After an enforced lay-off our roving reporter plays catch up on some of the biggest stories of the past few months. Apologies for the morbid endings



PAUL DAVIES
911&PW's roving reporter

BACK BEHIND THE WHEEL

If I've been quiet for some time you can blame the surgeon who most expertly carried out an overhaul on yours truly last summer. Orders were not to take to the steering wheel for six weeks, and then to go into physiotherapy for some time after. Not driving the Carrera 3.2 for six weeks was

purgatory, but finally experiencing again the 'last real 911', even if it was only to the MOT station, was sheer pleasure.

The Porsche passed its annual test of course. Just before I was laid up, extensive – and necessary, if the MOT was to be achieved – body work, plus a few

mechanical repairs and a big service, was undertaken at Dom Delaney's SVP outfit. Now we're ready for a few scenic tours in 2016.

Meanwhile, I trust you will allow me to indulge in some personal comments on the big stories of that missed half year or so.

MORE DESERT STORM

The story about Agostino Rizzardi's personal take on the Paris-Dakar Porsches in the February issue also prompts memories of my Rothmans Porsche days. Back in the mid-eighties the only way to distribute information on what was going on in the Sahara and beyond was to sit at home way into the night waiting for reports from the front line and then re-write them into text suitable for news agencies and various company offices world-wide.

This was before the internet, and the pressman's cutting edge tool was the telex machine – a sort of telephone-typewriter that would not suffer fools or imprecise typing as it was almost impossible to correct mistakes on-line. (But it was infinitely more efficient than the Telecom Gold that pre-dated the email; I remember trying this from the top of a double decker bus at Le Mans one year.)

Porsche – influenced much by their star

driver Jacky Ickx – tackled Paris-Dakar three times with 911 variants. In '84 the Type 953 Carrera 3.2, equipped with a basic four-wheel drive system which leaned heavily on that fitted to the VW Iltis army vehicle, driven by Rene Metge and Dominique Lemoyne was outright winner, whilst Ickx failed to finish.

The 953 was, in effect, the forerunner of the all-wheel-drive 964 which appeared some five years later.

The following year Porsche entered three 'prototype Group B' versions of the 959 with plastic/Kevlar bodywork, the same Carrera 3.2 engine as the 953, non-electronic 959 four-wheel drive transmission, and 959 wishbone/coil spring suspension. The outcome was a disaster with not one of the trio finishing, suspension breakages being the major problem.

Porsche, with arm twisting from its sponsor, tested the full-monty rally-raid 959,

with twin-turbo, water-cooled heads 390bhp engine, and electronically controlled 4WD, on the Rothmans Pharaohs Rally in Egypt late in 1985. Ickx's car was destroyed in a fire early on, but the car driven by Saeed Al Hajri, from Qatar, and Brit, John Spiller, took top spot.

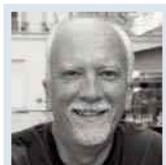
Encouraged by the Pharaohs success, Porsche took three full spec 959s to the 1986 Paris-Dakar. Ickx, again, was denied his desert win, finishing runner-up to Metge, but the 'Group B' 959 – at least in sandy spec – had been proved. But even before the new super-rallycar formula itself was canned later the same year Porsche had decided Group B was not for them.

All this came to me on my late night telex machine watch, as did the news in 1986 that event instigator and organiser, Thierry Sabine, had been killed in a helicopter crash. Paris-Dakar never recovered from that cruel blow.

Far left: Porsche began its Paris-Dakar adventure in 1984 with the Type 953 Carrera 3.2, equipped with a basic VW derived 4x4 system. Below: Our man Paul Davies in his role as Porsche press officer manning the trusty telex machine



Say what you like about them, but 911 & Porsche World's elite squad of journalists and Porscophiles have opinions aplenty on all manner of automotive matters. And this is where they get their two-pages' worth



KEITH SEUME



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CHRIS HORTON



JOHNNY TIPLER

CHAMPIONS AGAIN

The 919 Hybrid did what was intended. First there was that 1-2 at last year's Le Mans (nearly but not quite echoing the triple of the Group C 956 at the French marathon back in 1982) then, after a season of successes, the World Endurance Championship Manufacturers' title was resolved late last year in Porsche's favour at Shanghai, in China. The Drivers title had to wait until the final race in Bahrain.

Back in the Group C era, the series usually came to a climax at the Mount Fuji circuit in Japan. I was there twice, in '85 and '86, working as press man for Rothmans Porsche. The first year we had a typhoon, the second an earthquake.

The 'quake did not cause any racing problems (just personal trauma!) but the typhoon meant a flooded track as well as continuous downpour for race day. The official Rothmans Porsche entries were

withdrawn before the start, whilst virtually all the remaining European teams had (wisely) had enough after nine laps behind a pace car, leaving the locals to go for 62 (out of 226) laps of glory before the race was finally aborted. It was Nissan or Toyota in the top five slots with the Porsche of a brave Vern Schuppan in sixth, doubtless carrying on only as he felt compelled because his team was Japanese.

My personal memory of those races was not so much the weather as the surreal sight of monkeys playing in the snow in the nearby Hakone Highlands. It was also the time I discovered that Louis Krages was the real name of Joest Porsche driver 'John Winter' who raced under the pseudonym to keep the nature of his chosen hobby from his mother. 'Winter' asked me to use the press office facilities to change a flight booking for him, and of course he had to



Back on winning form. The Porsche 919 Hybrid took no time at all in wresting the WEC off Audi. Our man, remembers the rather different '80s GpC era and, er, monkeys

reveal the name on his passport.

In fact Krages' mum had already learnt about her son's secret life – when she saw the pictures in the German press after he won '85 Le Mans along with Klaus Ludwig and Paolo Barilla. Louis raced in sports cars and DTM for some years before moving to the USA where, sadly, he committed suicide in 2001.

REMEMBER HENRI

Just in case I don't get to write for you again for some time, please take a moment on May 2 to remember that it will be the 30th anniversary of Henri Toivonen's fatal accident in Corsica.

Henri was the run-away leader of the 1984 European Rally Championship in the Prodrive-prepped Rothmans Porsche 911 SC RS until a back injury intervened. His Corsica crash in the Lancia S4 hastened the end of Group B, and robbed us of possibly the fastest rally driver ever. I still have the pair of reindeer antlers he gave me on the wall of my garage.

Henri was, of course, just one of three talented drivers in the family; father Pauli also being a Porsche ace in his day. If you want to know more I can recommend the book 'Toivonen' written by Finnish journalist Esa Illoinen and published in 2012 by McKlein.

Remembering Henri Toivonen. He was a superstar in the Rothmans liveried 911 SC RS and a sad loss to rallying after his fatal Corsica crash in a GpB Lancia Delta S4



SAFARI CONNECTIONS

Full marks to the Tuthill Porsche team for yet another resounding success on the Classic Safari rally, this time for Swedish veteran (he must be; I remember him in a Saab in the British Rally Championship mid-seventies) Stig Blomqvist. Tuthill have now won the East African classic twice, something Porsche was unable to achieve in-period.

But (here we go again) I visited the original Safari rally twice back in the early '80s whilst working with the Opel rally team under the direction of team manager Tony Fall.

Best known as a highly successful Mini, Lancia, and then Datsun driver, Tony made just one appearance in a Porsche – on the RAC Rally of Great Britain in 1968. His rally lasted only until the first special

stage at the Thruxton race circuit when the 915 gearbox cried 'enough', but even by then the Yorkshireman had proved to be quicker than Porsche's then-current hot-shoe, Vic Elford.

Fall got his one-off Porsche drive after being summoned to meet competitions manager/PR man Huschke von Hanstein during the previous Monte Carlo Rally. (Please note here the seamless link to Keith Seume's history of von Hanstein in the February issue.) Tony's recollection of the meeting was not so much the arguing over the fee for the RAC drive, but the offer of a bonus in the way of female company!

This story must also end on a sad note. Tony died in 2007 whilst attending the Safari as a voluntary marshal.





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LETTERS

Got something to say? Need to express an opinion on the Porsche world? Well, here's your chance...



FOURPLAY FOR...

The news that Porsche is to equip the Boxster with a four-cylinder engine is, to me, the best thing that could have happened. Unlike when the original Boxster was launched alongside the 996, there is now a clear demarcation line between the lower end of the Porsche market (the Boxster) and the flagship 911s. I can still recall how when driving my 996 Cabriolet I used to be asked how my Boxster was going...

Please don't get me wrong, I am no snob but I do think it important that Porsche protects the image of the 911 – in recent times it has become overshadowed (and justifiably so) by cars like the Cayman R, and in more recent times the incredible Cayman GT4.

Ron Percival, Carlisle, Cumbria

UNACCEPTABLE...

Like Mike Miller ('IMS and Kaizen' – *Letters, March 2016*) I am amazed that Porsche have been allowed to get away with the whole IMS fiasco – and I am equally amazed that some hotshot lawyer in the USA never brought a class action against the company on the grounds that it is clearly a design fault which could (should) have been addressed at an early stage. The whole problem ought to have been nipped in the bud...

While I can accept that some problems will show up as mileages increase and cars get older, I still find it hard to believe that Porsche never had one single failure during testing. I was always under the impression that new engines were run for hundreds (thousands) of hours on test stands under all conditions before being deemed ready for production. Did not one engine fail?

Even if the problems did come out of the

FOURPLAY UNSURE...

So, it's finally happened: Porsche is to use a four-cylinder engine in its so-called entry-level model, the Boxster. It's going to be very interesting to see if they retain their value in a few years' time when the new models start to come onto the used car market.

While I am sure that the new engines will suffer none of the problems associated with the old M96 units, I do wonder if there will be any stigma attached to early four-cylinder cars compared to the last of the 'sixes'. Even though I have been pleasantly surprised by the exhaust note, it still doesn't have that unique 'Porsche-ness' that we all know and love. I guess only time will tell how the new cars will be valued...

Peter Simmons, via E-mail

blue, then there has to be some acceptance of responsibility. A friend of mine bought a new 996 C2 a year or two after the model was released. I'm guessing it was about £60,000-worth, or so.

The IMS failed about three years later and the dealer didn't want to know, offering him an exchange engine at some exorbitant amount. He ended up selling the car to a specialist for a little over £3000, and never looked back. He was wealthy enough to be able to afford to do that – I'm certainly not.

If these were cars/engines built back in the 1960s, I could understand – and fully appreciate that one couldn't expect any redress after all this time, but when these problems started to show up while the same engine was still in production... Well, that's unacceptable.

**James Sweetman,
Uttexeter, Staffs**

How will the market view the four-cylinder Boxsters in years to come? That's the question raised by Peter Simmons



BRAVE – OR FOOLISH?

I thought I would share the story of my first Porsche – maybe it will inspire others to take the plunge.

For many years, I had admired the Porsche 928, believing it to be one of the most dramatic-looking cars on the road. I have to admit I was never won over by the 911 (sorry!) but loved the idea of a big front-engined V8-powered car with which I could cover vast distances with ease. The 928 was an obvious choice – my problem was budget, or rather, the lack of it!

Asking around, everyone told me to stay away from cheap 928s as they are moneypits waiting to consume all your hard-earned cash. Ignoring this advice, I found an early 928 for sale locally which I bought for the princely sum of £3500 – less than I got for the sale of my Golf.

It had covered 170,000 miles but been pampered and, after an independent inspection, I took the plunge. Since then, I have added another 35,000 troublefree miles and loved every one of them.

The secret is regular maintenance – and always use decent high-quality oil. I have no doubt the 928 will outlive me. Was I foolish? No – just adventurous!

Tony Higgs, via E-mail

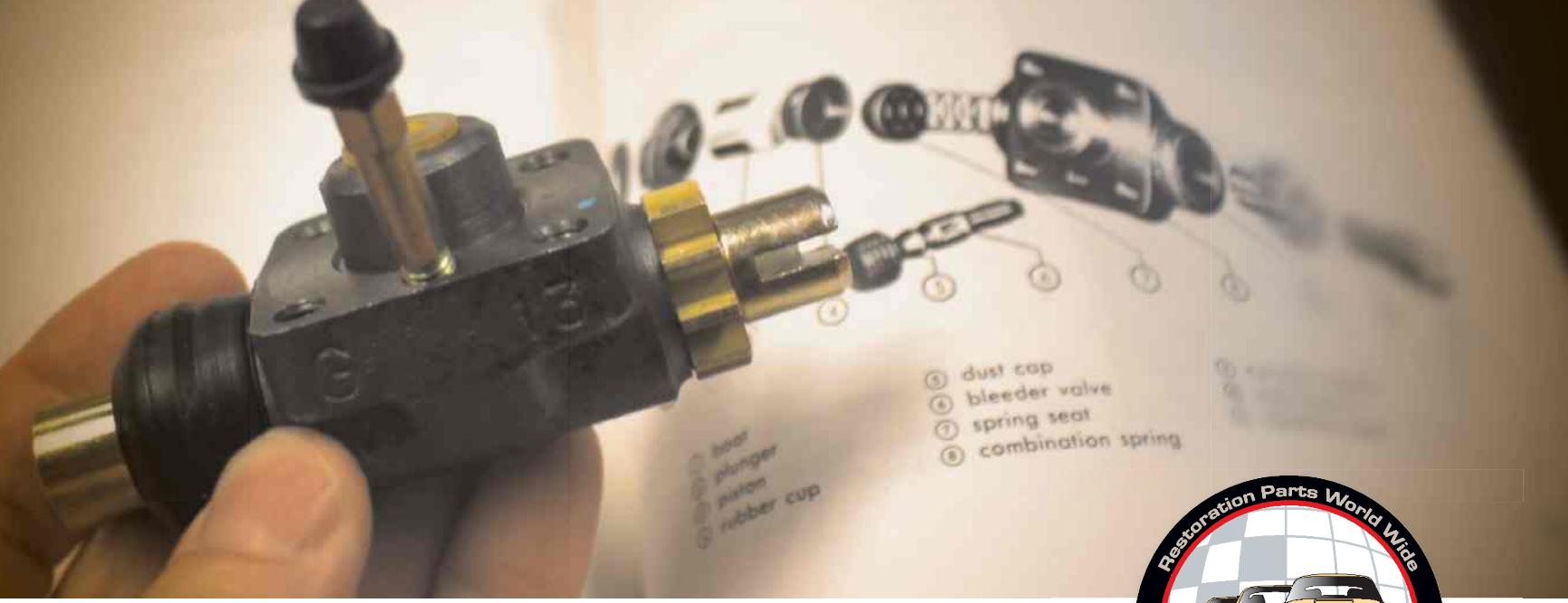
PARISIAN PORKER

I was recently on a business trip to Paris and was surprised to spot what appeared to be a pretty original Porsche 912 in the heart of the city, not too far from the Musée d'Orsay. I tried to find the owner but no luck.

I can't remember the last time I saw a car like this being used as a daily driver – and most certainly not in the centre of a busy city like Paris. Well done that man for using his car as intended!

Michael Kimberley, via E-mail





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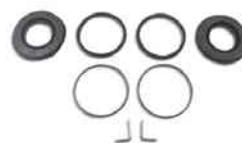
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For 356, 911 912 and 914 SIC-351-907-00-SET Shown



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PICTURE THIS

Drawing inspiration from the iconic 2.7 RS, Giles Massingham turned his 987 S into a Cayman RS

Words and photography: Johnny Tipler

We've all festooned our bedroom walls with posters of our fave Porsches at some time or another, and Giles Massingham is no exception. For him – as for many of us – it was the 911 2.7 RS in white with blue detailing that imparted somnolence, and a couple of years ago, with the real thing long gone to dreamland, he elected to bestow the familiar livery on his Cayman S. Very nicely, too. If the factory had similarly tuned and modified a standard Cayman, this is probably what an RS version would look and go like.

Giles and Porsches go back a way. 'Growing up, I loved the coupé roofline and the arches of the 930, and someone bought me a model of one.' Swotting up on performance stats in his early teens it was clear that the 3.2 Carrera was 'the quickest and best made production sports car on the market,' and he resolved that some day he

would have one. Time passed. In 2002 and in his early 30s, with two children, he bought a 964 Targa, in red with black leather seats and red piping. 'That was such a big occasion: it was all I'd ever wanted, but with a family it was very much a weekend car. When a third child arrived there were now five of us, and there was even less opportunity to use it.' Time passed, the children grew up and left home, and a Porsche was back on the agenda again. 'I fancied a 911 backdated to 2.7 RS spec, and I contacted Nancy von Short – she did Kate Moss's backdated black 2.7 RS – and so we started looking at 3.2 Carreras to do the job on one of those. But I knew that I would want to go the whole hog and fit Plexiglas windows and so on, it would cost a fortune, and at the end of the day I'd have got something that was still an old car and not as comfortable or usable as a modern car. So instead she found me the Cayman, and it's a great car; it took her a

while, but it's straight, and just right for the project I had in mind, because I'd always wanted the Arrow Blue RS look.' Nancy concurs: 'The base car was excellent. I sourced it from a woman in Essex. Best place to buy anything white is Essex,' she affirms wryly. 'Best kept cars, too, Essex women's cars!'

'So,' Giles continues, 'down in Hampshire, Nancy's people pulled it apart and started by painting the dash and transmission tunnel white. We bought the hard shell seats, painted the backs blue, and did the wheels and the Cayman script along the sills. Nancy did the first tranche of work down in Hampshire, but the recent transformation work was done locally in Norwich. It took two years, and we did it bit by bit. I didn't want to overcook it, either, so it was important to create one detail at a time and let the dust settle on that, and then in a few weeks' time move on to the next one.'

Giles Massingham and his RS inspired Cayman. Other Porsches on the fleet include a Cayenne S and a newly purchased 997 Turbo



It's not just the aesthetic that he's achieved. 'The biggest changes on the engine are the breathing, so it's got an IPD race plenum, a GT3 throttle body, K&N filter, and a Carnewal exhaust. That's superb value for money. You can really hear it breathing with that cone filter. Then we took out the very heavy dual mass flywheel and replaced that with a lightweight single mass flywheel, which does make it a bit more difficult to live with when you're trying to whisk through traffic, but the reduction of inertia on the engine is quite dramatic – it spins up very quickly and the needle fairly whizzes around the rev counter. We installed a competition clutch as well, because I was worried about burning the clutch out. We put a Porsche short shift linkage in, too, so that's precise and clicky. We installed a GT3 master cylinder, which was an easy change to make, new discs and Yellow Stuff pads, and now they feel like Turbo brakes so it does properly stop.'

As well as the graphics, Giles took care of the aesthetics and imagery by installing typical RS paraphernalia. 'In the cabin we fitted Alcantara where we thought it belonged – the handbrake, gear lever, steering wheel, headlining, and most recently put in Recaro CS seats in Alcantara and black leather. I wanted 997 GT3 seats but they are £7-grand a pair. But these are fantastic, they look close and are really body-hugging and supportive. It has felt more focussed since I've had the new Recaros fitted. And lightweight door pulls – that was a horrible, pig of a job that meant taking the door cards off and drilling out the plugs that hold the handle lever in and then installing the new ones, but it was well worth doing. We put the GT3 "smile" on the front, which transforms the look of it, makes it look more squat and wide somehow. And the second spoiler on the rear makes it look low and fat, and the blue striping gives it another horizontal line, and it's surprising how that gives it a completely different feeling. There's a great paintshop called H-Tech Styling in Norwich on the Airport Estate and they did the detailing in the engine bay. There's only one firm, in the US, that makes the Perspex engine cover, but once you put the IPD plenum on it and paint the airbox covers in white with the Porsche lettering in red, the Perspex cover just pops in, and it really sets off the RS look of the engine bay. Which does make the car rather noisy inside, which is fab!'

We go for a drive; it's docile enough doing urban, but once out in open country we're quickly seeing 5000–6000rpm sprinting through the gears. It really does love to rev, and with just the Perspex engine cover you can really hear it sucking air over the rasping Carnewal exhaust. 'The ECU was remapped with Revo Technik software as I drove along. Chap sat in the passenger seat with his laptop; "tell me how you want it," he said. "Bit more aggressive acceleration," I'd say. "Pull over," he said, "turn the engine off," and he'd re-programme it, I'd turn the engine on, off we'd go, and it was totally different. The power comes on much more quickly and the response is much sharper, and bizarrely it's more economical, too. It's very different to a standard Cayman; it would feel a bit jittery by comparison.'

Most memorable trip? 'I'd just had the

White is, of course, the perfect starting point for an RS inspired Porsche. From there it's a question of deciding on the corresponding RS colour. Red is the most obvious, but blue a more rounded choice, we think



“ As well as the graphics, Giles took care of the aesthetics and imagery inspired by the RS ”



Above middle: Perspex engine lid shows off the Cayman's engine, enhanced by IPD plenum and Porsche dress-up covers on the inlet manifolds. Right: Lightweight fabric door pulls look the part, but are a pain to fit



HISTORY

It was such an obvious move: Stick a roof on the Boxster and create a coupe, that it's amazing that Porsche didn't do it earlier. Perhaps most amusing about the whole project was speculation as to when Porsche would create a soft top roadster version!

The Cayman arrived in late 2005 and was something of a slow burner. It immediately addressed the Boxster's very few shortcomings by offering a slightly more rigid bodyshell for the mid-engined platform to work with. The result – combined with the flat-six's low centre of gravity – was and is a sports car of rare genius and one of the best handling at any price.

Cayman engine done and I drove down to the Île de Ré on the Bay of Biscay, and the combination of smooth, wide French roads and the twisty little ones was absolutely fabulous, and it brought home the difference between driving a Porsche on continental roads and here in England. It was precise, and just made for it. Here, traffic is an issue, and to get any kind of space to enjoy it I sometimes go out at midnight, just for the hell of it, and drive up to the Norfolk coast where there are some nice little roads. It's about getting the feel and the flow, not going flat out.'

Giles' love of Porsches isn't restricted to the Cayman, though without doubt that is the keeper. He also has a Cayenne V8, which is his workaday car. 'It's so rapid point-to-point, and it does everything a sportscar does, but with no fuss whatsoever, and I just love it. People ask what it does to the gallon, and I have no idea. I don't do enough miles in a year to worry about that. I've got friends with

Ferraris and I know the problems they have and how often they need servicing, and they are incredulous when I tell them about the Porsche's extended service intervals. I don't need to drive the Cayman every day because I have the Cayenne and that's the daily driver, so it lives under cover in the garage and just comes out on high days

few friends pointed out how Porsche prices were going. I wanted something special, but GT3s were almost out of reach, but the 997 Turbo was still affordable, and I saw this one on-line, went to see it at Porsche Centre Cambridge, test-drove it and bought it on the spot! £50-grand, with 40,000 miles on the clock and two years' guarantee. I'm

The Cayman RS has a rival in the shape of a 997 Turbo

and holidays.' In the garage it's the Cayman's turn to be inspired by a poster: there's a trompe l'oeil image on the wall of a matching 911 2.7 RS.

The Cayman RS does have a rival, though, in the shape of a 997 Turbo, the new kid in town. 'I'd been looking around for the past few months,' admits Giles, 'and a

not a small guy, but you just slip into a 911, don't you? It's exactly the right car, and I'm really going to enjoy driving it.'

Spoilt for choice? With three Porsches to hand, Giles admits that's true. The Cayman RS sits pretty in the garage, the Cayenne does dog duty, and the 997 Turbo ensures everyday thrills. The dream ticket. **PW**



Left: Dual spoiler set up mimics ducktail. Inspiration hangs on the garage wall!

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ELEPHANT IN THE ROOM

Firming up the feel, feedback and driver involvement of your 991 can be done, and Elephant Racing has developed and sorted all the bits to do the job with its ingenious coilover conversion kit

Words: Matt Stone **Photography:** The author and courtesy Elephant Racing



Even after all the philosophising and sides taking, most agree that the Porsche 991 Carrera is a marvellously designed and engineered bit of kit. It's a highly developed and evolved kind of 911 (deeply different than earlier air-cooled models, and less so when compared with more recent 996 and 997 era machines), and now, in typical Porsche fashion, is

available in many flavours with a variety of toppings. Elephant Racing's Chuck Moreland summarises it more succinctly: "We have many customers that love their 991s, but want a more driver involved experience."

Moreland's company is more than equipped to meet the need. Elephant produces or stocks a variety of accessories and hardware for many models, with the company's primary





Elephant Racing has developed its 991 suspension kit with the aim of giving the standard 991 a more focussed driving experience, more in line with the GT3, or to the customers' exact taste via spring rate and damping.

focus on improved Porsche handling. And to that end, he and his small army of engineers, racers and designers have developed a substantive yet generally bolt-on kit full of components designed to sharpen the 991's responses, offer its driver more feedback, and improve its handling dynamics. And Moreland makes clear that this isn't a "buckboard hard, track-only suspension kit with all the compliance welded out of it; instead a high performance street and occasional track system that lowers the car a bit, employs stiffer springs, allows more precise wheel alignment, and removes a lot of slop." The goal being more like GT3 levels of handling without some of the GT3's limitations, namely the inability to have an old school stick and clutch manual transmission, or the inability to order a GT3 with a sunroof or in Targa form or with all-wheel drive. Maybe you already have a 991 Carrera or Carrera S in your otherwise choice of colors and equipment, and don't

Elephant kit ingeniously converts existing standard PASM damper into a fully adjustable coilover. This is the rear damper unit

feel like going through the financial machinations needed to trade it up for a GT3.

The foundations of Elephant's box of handling magic is a complete conversion to coilover springs, and the infusion of stiffer

looks and a lower centre of gravity. Many of the rubber bushings in the factory suspension architecture are replaced with spherical bearings, minimising slop and deflection throughout the entire system, greatly sharpening response and feedback

“ The foundation is a complete conversion to coilover springs ”

rate coils; the new pieces being 300 in/pounds up front and 550 in/pounds aft; translating to approximately 20% stiffer up front and 25% stiffer in back than the stock springs. The sleeve and mounting perch systems allow fully adjustable ride height, and Elephant recommends dropping it down a squeedge in the name of great

from the road. The factory dampers are retained as is full PASM operability. And the lower control arms are modified to allow proper camber adjustments not possible with the standard hardware. Installing it all isn't a five minute exercise, but Elephant provides comprehensive photo supported instructions, and insist that any good shop





can do it, and that the install isn't beyond the reach of a mechanically competent car owner with a well-equipped toolbox. It's probably easiest on a lift, but can be done on your garage floor with a dolly creeper, a solid, safe quartet of heavy duty jackstands, a factory shop manual, and a wrench-handy mate in the vicinity. Naturally, if you're anywhere near Elephant's Santa Clara, California shop and production facility, they can handle the job for you.

Sounds good, but how does it work? In the name of seeing for ourselves, Elephant connected us with one of its customers near our Southern California base. Computer security executive James Shira ordered his elegantly wicked triple black 991 Carrera S built to spec, well equipped but hardly loaded, as his car has a combination leather and Alcantara interior, a PDK transmission, no sunroof and the factory X51 engine power pack upgrade (note the cheeky licence plate owing to that

effect). Weight adders and bling were kept to a minimum. Shira has other early air-cooled 911s in his Porschefolio, and rates the 991 a superb every day car up for any duty, but found its driver involvement and feedback levels lacking a bit. So he was an early adopter of Elephant's thinking and hardware on the subject, and was only too proud to let us take the wheel for a zip up Southern California's legendary Angeles Crest Highway. Now having driven the car several thousand miles since its suspension's protein treatment, he's completely pleased with the results. "This is my every day car and I wanted more feedback and driver involvement without it becoming punishing or over the top in anyway, and that's what I got. It's a lot more fun to drive, I can take it out on the track for a few laps if I want to, and still drive it anywhere on any road." We should also note that this car is otherwise stock, save for a lighter than factory set of 20-inch

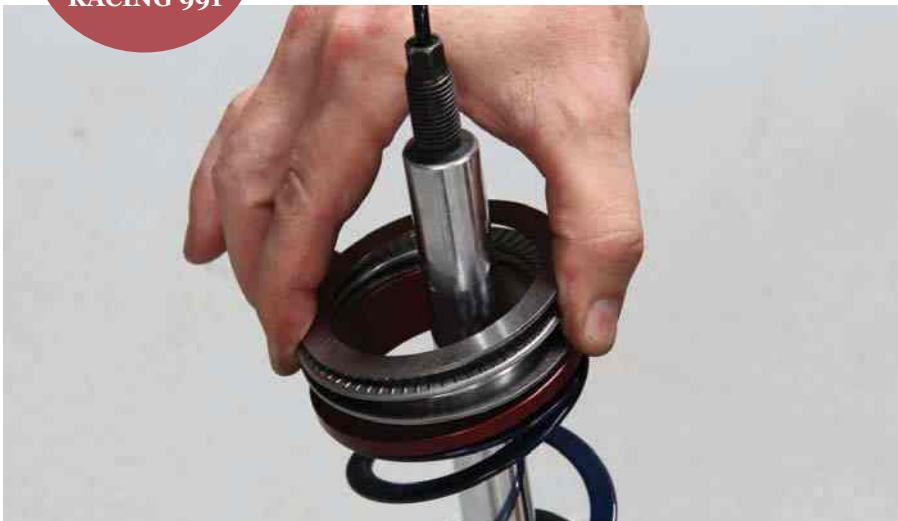
forged OZ Racing alloys wrapped with the factory installed tyres.

The famous Crest is a beautifully ribbonous stretch of highway with fast smooth portions, lots of elevation change, a mix of sweepers and very tight turns, plus a few areas of older, mottled pavement, offering a perfect place to evaluate most any type of sports car. The smooth portions have plenty of grip, and the bumpy stuff will upset an over the top aggressive suspension setup. Shira's 991 took to every inch of it like the proverbial duck to pond. The quicker, more direct response speaks through the steering wheel from the very first turn at any speed, and the faster you go the sharper and better it all gets. The firmer springs help the car set sooner and more confidently, the Sport mode operating as it should, with another bonus in terms of decreased body roll. The factory shocks feel fully up to the job, keeping the car well damped and body motions nicely controlled.

Top left: Complete coilover unit being installed. Left: Note PASM is still functional. Spring rates can be tailored to driver's specification

Rear damper installation with spherical bearing. Machined adjustable rear lower wishbone before and after installation





Above: Front coilover complete with helper springs. Right: Lowered and looking just right. Suspension compliance still comfortable on the road

The real payoff is that not only does the car now likely have higher limits, but is so much more precise and, yes...wait for it...a lot more fun to drive. We whipped the Elephant suspended Carrera S up and down the Crest's magical pavement for dozens of miles, and never found a condition that upset it, noticing no measurable ride degradation either. We also let owner Shira drive us down the hill at his own speeds and comfort levels so we could watch his driving of it, and really pay attention to what the car is doing. Is it now really as firm and responsive as a GT3? Maybe not entirely, but it's very close to that level of magic. We suspect it's actually a little closer to the handling levels and feel of the 991 GTS model, but that's only a guess not having the two side by side for a repeatable comparison. All in all, we'd say job well done, and worthy of your consideration

should you wish to amp up your 991's fun factor. Best of all it has a remarkably factory feel about it; no funny clicks, no strange noises, or unexpected habits; you wouldn't know it wasn't a factory designed and calibrated suspension level.

Carrera and Carrera S models; he's also developed upfit kits for the GT3 (which as you'd expect includes less modifications) and 991 Turbos as well, and Elephant charges \$3000 for the install. So for \$10,000 you get a car with much more

“ Best of all it has a remarkable factory feel about it ”

Moreland notes that he will, at customer request, provide even stiffer (or less aggressive, depending on your preference) springs and/or dampers if that's their particular wish. As tested and described here, the box of bits costs \$7100 for

feedback and fun, which handles appreciably more like a new, and certainly more costly, GT3 or GTS. And of course Elephant ships worldwide, so you can juice up your 991's handling no matter your locale. **PW**

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Owner, James Shira, is more than happy with his newly suspended 991



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Light Yellow • Black Leatherette Sport Seats • Manual Gearbox • 15" Fuchs Wheels • Side Oil Filler Cap • Porsche Certificate of Authenticity • 1972 (K)

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Maritime Blue • Triple Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 93,656 km (58,195 miles) • 1992 (J)

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911 GT2 (996)

Arctic Silver • Black Leather Bucket Seats • Manual Gearbox • Porsche Ceramic Composite Brakes • Rear Roll Cage • 48,992 miles • 2002 (02)

£119,995



911 Carrera 4 GTS (997 GEN II)

Carrara White • Black Leather Sport Seats • PDK Gearbox • Sport Chrono Pack with Sport Plus • 18,019 miles 2012 (12)

£64,995



Boxster S (981)

Basalt Black • Black Leather Sport Seats PDK Gearbox • Touchscreen Satellite Navigation • 20" Carrera Classic III Wheels • 14,757 miles • 2013 (13)

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£43,995



911 Carrera 4 S Targa (997)

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£42,995



911 Carrera 2 S (997)

Guards Red • Black Leather Seats Tiptronic 'S' Gearbox • 19" Turbo Wheels Satellite Navigation • 36,263 miles 2008 (08)

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911 Carrera 2 S (997)

Basalt Black • Black Leather Seats Manual Gearbox • Satellite Navigation Switchable Sports Exhaust • 56,690 miles • 2007 (07)

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911 40th Anniversary

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HEAT SHIELD

Ruf's new Turbo Florio unites the Targa with forced induction – and pays homage to the great Sicilian road race where Porsche cut its teeth

Words: Johnny Tipler

Photography: Antony Fraser

Hurting up to Granza hairpin, the tifosi line the outside of the corner three deep, waving and cheering, with almost as many lining the inside of the turn as the blue and orange 908 Spyder sweeps into the half-hidden apex, chutzpah and bravura rendering them oblivious to the dangers from wayward sports-racing and GT cars. It's a sight that frequently greeted Brian Redman en route to his Targa Florio win with Jo Siffert in 1970, though mercifully absent from our recent Bavarian backroad blitz in the Ruf Turbo Florio.

The world's oldest motor race, the Targa Florio was a round of the World Sportscar Championship from 1955 to 1973, and it's a scenario typical of the event's halcyon days when Porsche ruled the roost on the 72-mile mountain course. With 11 outright victories and numerous podiums and class wins during a 17-year period spanning 1956 and 1973, the Zuffenhausen marque celebrated its successes by identifying its top-off 911 variants as the Targa from 1967. And it's also commemorated in one of the latest offerings from the Bavarian tuning and manufacturing wizards Ruf Automobile, which is why we're at Pfaffenhausen to see what makes

Alois Ruf's Targa substantially different to the standard factory 991 version. Well, for starters, it uses the turbocharged Mezger-based engine, twin turbos lifting power output to up to 700bhp against the no-slouch 400bhp of the standard model, and what's more they'll build it in two- and four-wheel drive format as required. And with overt Ruf styling modifications it is a distinctive variation on the Targa theme.

Taking the Targa name and applying it to the removable roof version of the 911 – the targa shield doubling as the lid of the car – the topless format has been a key model in the line-up since 1967 with the soft-window version, through to the ingenious glass-roofed 993, 996 gen 2 and 997, and then as the distinctive Targa roll hoop incarnation with the 991 in 2014. The current car emulates the Boxster's electronic decapotable roof mechanism to lift the ceiling panel over the heads of the occupants and setting it down in the well at the rear of the cockpit, leaving roll hoop and rear screen in place, just like the original 911 Targas.

Alois describes the thinking behind his new car: 'The idea of the Turbo Florio was to combine the new technology of the Targa with the drivetrain of the Turbo 991, adding a





A subtle ducktail wing and re-worked rear apron define the Ruf look. The turbo cooling ducts can just be seen on the top of the rear arches

touch of Ruf, which is the extra performance of the 3.8 engine that delivers 630bhp. And it's also about the stance of the car when you look at the front end, so we have a different appearance and a sportier vehicle. One of our special touches is the signature Ruf air intake, which is very subtle, and that makes it a unique car.' No one is more conscious of the status of his marque in the historical framework, and since Alois grew up with Porsches at his father's garage he's intimately acquainted with their race history. 'The name came from the Targa Florio, because Vincenzo Florio was the founder of that race, and we thought it would be good if his name could also be on a car named after him. We were thinking of his inspiration, and how brave he was to bring the first automobile to Sicily, and so we thought that this open-top car that's essentially designed for good weather driving, we should give it his name. I don't think that's ever happened before. It's a unique car for the individualist

who likes to have a Targa-top car combined with turbo power, driving with the double-clutch gearbox, and lovely flat handling.' Though Porsche never raced a works 911 Turbo in the Targa Florio, a couple of privately-entered 930s placed 4th and 8th in the swansong 1976 race, legitimising the Ruf Turbo Florio connection, if any justification were necessary.

Though it's finished in a familiar Porsche sapphire blue, the Ruf components on the Targa contrive to differentiate it markedly from the factory model, and I'll highlight those in a moment. Because, perhaps most strikingly, it's the air intakes in the topsides of the rear wheelarches, tapering off subtly into the rear three-quarter panel to the sides of the rear window, which provide the most surprising visual departure from standard, plunging deep into the recesses of the rear wings and optimised to supply the intercoolers without being affected by the heat dissipating from the engine and the brake

discs. 'The design and creation has all been all done in-house, together with an external freelance designer, so we're using the original part from the Targa, cutting the shape of the holes and then welding in extra metal that's shaped in detail to make this design. The decreasing size of the duct accelerates the air to provide a better flow to the intercooler, so we're using the shortest, most direct way to the intercooler here, behind the wheel, instead of ahead of the wheel.' Vast, mesh clad ducts behind the wheelarches each side of the rear apron help vent hot air from intercoolers and brakes. 'These are basically just the exits for the air that has gone through the intercooler, and this mesh is really a visual thing so that you don't see the insides, but they also protect the intercoolers from stones thrown up by the tyres.'

The ducktail rear spoiler is another obvious addition: 'There's no movement in the three vanes on the engine lid because the turbochargers are sucking the air in so

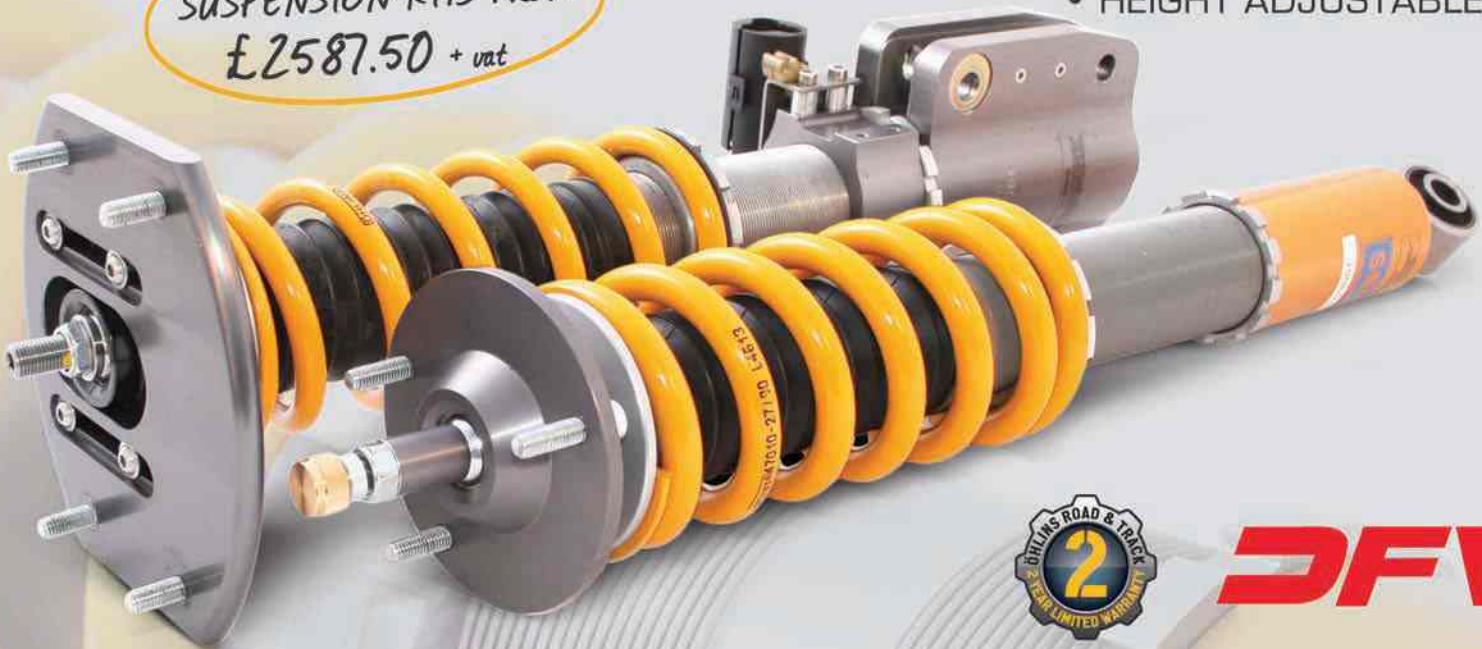




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Ruf design 20in alloys are to Ruf as the Fuchs design is to Porsche – a defining feature. Rear diffuser is more show than go, but the neat ducktail wing provides all the downforce that's required

you don't need to optimise that by lifting this up, and as regards the aerodynamics we get the maximum downforce we need with the ducktail because the airflow pours over the low angled surface of the rear window. Anyway, we don't need so much downforce at the back because the car would become too light at the front.' The exhaust tailpipes protrude from either side of the carbon-fibre diffuser – a conceit that serves more aesthetic than practical purpose though it is in keeping with the turbo iconography, likewise the carbon-fibre door mirrors. 'The diffuser is not going underneath the complete body, so it doesn't have a huge function because the downforce from the ducktail is already more than enough, so we really didn't want to have more downforce with the diffuser.' The wheels are hunky Ruf five-spoke alloys, shod with 325/25 ZR 20s on the rear and 255/30 ZR 20s on the front. The carbon front lid sports

the Ruf logo, as do the door-shut kick-plates, while the engine lid displays the subtle Turbo Florio signature. The instruments are inscribed with the Ruf legend, and the logo is embossed in the headrests, which is a nice touch of class. And then the front panel. Really, this is the car's signature, if you discount the Targa roll-hoop; starting with those vast air intakes and corresponding slits beneath the small light clusters, central gaping maw, and the twin semi-circular outlet slats in the upper surface of the front panel; and the sculpted upward aerodynamic slashes on either corner, echoes of the deep carbon-fibre front splitter traversing the leading edge. It's an exquisite artwork in the chunky, no messing, Giacometti style.

What about the Ruf power hike, though? I'm with Marcel Groos, Alois's son, and he describes the mechanical DNA of the Florio: 'We started with a 991 Targa chassis and

fitted our Rt35 twin-turbo engine with a double clutch transmission, so we can achieve up to 700bhp. So that's the drivetrain, and then we have designed these air intakes in order to supply enough air to the intercoolers.'

Handling and stopping have also been addressed in respect of the extra horses. 'The Turbo Florio brakes are carbon ceramic, with 380cm discs on the front and 380cm discs at the rear. The suspension is a coil-over system that we've developed and set up especially for this car. It also has the hydraulic lift system as a standard feature so you can always push the button and the car lifts up and lowers automatically when you go more than 45mph.' Indeed, the button in question is mounted in the centre console just ahead of the armrest; flip a lid to reveal a Ruf logo'd switch, which I press, and the nose rises up, enabling me to negotiate rough ground or sleeping

“ We started with a 991 Targa chassis and fitted our Tt35 twin-turbo engine ”



Turbo Florio badging a neat touch on the deliberately retro, brushed aluminium targa roll hoop. Ruf badged six-pot calipers and carbon ceramic discs. Carbon-fibre clad wing mirrors



HIGH NUMBERS

The Targa saga commenced in 1906 when Sicilian nobleman Vincenzo Florio, inspired by contemporary Gordon Bennett Cup races, consolidated his own vehicular excursions by staging the first Targa Florio around the Grand Circuito delle Madonie, 147km of country lanes in north-western Sicily, linking seaside Bonfornello, Cerdà, Caltavuturo and Campofelice. The last three towns became famous on the Piccolo Madonie circuit used from 1932, on which Porsche came to be so successful in the '50s and '60s. The elevation rose from 30ft (10m) above sea level at Bonfornello to 3300ft (1010m) in the mountains near Collesano. Back in 1906, eligibility rules called for production cars, of which at least ten had to have been built. Only ten cars made it to the starting line due to strikes at Marseilles and Genoa docks, preventing some racing cars being shipped to Sicily. The course wound crazily up mountain roads unchanged since the Romans fought Hannibal over 1000 years previously, and there were serious changes in climate, plus bandits and wolves to contend with. Even in the 1960s, drivers still needed to be wary of herds of goats, agricultural vehicles, crumbling roads and stray dogs. Each hairpin was flanked either by race fans and their cars, unyielding stone walls, and possibly a sheer drop-off. As Vic Elford told me, 'On practice days you could meet anything: cars, mopeds, shepherds with their sheep or goats – they were all there; there were stories that the shepherds were there on purpose, because if you killed one of their sheep you'd have to pay for it, and pay way over the odds!'

The first Targa shield, a plaque in fact, was commissioned from René Lalique, later famous for his cloisonné jewellery, by the sizzling Sicilian automobile adventurist, Signor Florio. It was a bas-relief image in bronze, gold and enamel, featuring an Itala amongst pines and cacti with a seascape background, its two-man crew wrapped and goggled against the dust, bearing the legend Targa Vincenzo Florio 1906. It's on display in the Targa Florio museum at Collesano. First recipient was winner Alessandro Cagno and his Itala averaged 29.06mph for the 276.8 miles, 9 hours, 32 minutes and 22 seconds race. Two other leading contenders were eliminated when a mechanic mistakenly refuelled their petrol tanks with water. No such issues here at Pfaffenhausen, though Antony and I are disappointed not to find 103-octane at the Aral gas station alongside Ruf's headquarters to refuel our 991 Turbo press car. No matter, 98 will have to do; if it's good enough for Alois, it's sure enough adequate for us.



As is ever the case with Ruf, it's taken something already pretty exceptional and applied subtle, but effective styling and tuning tweaks in a fairly timeless fashion. It helps that Porsche's 991 Targa, and its homage to the original 911 Targa, is perhaps the prettiest of the current 991 generation

policemen. And when we are travelling at 70kph the nose will drop again. Price comparisons? Ruf products have never been cheap, but they are without exception fabulous and awesome supercars. The 991 Targa S costs £97,000 ex-factory; think twice that and you are in Ruf's ballpark pricelist.

The blistering bluebird awaits us in the compound outside the workshop. I slip into the lush Ruf-upholstered cockpit interior. Need to get the top off for the photoshoot. Opening the Florio's roof is simplicity itself. A pair of switches located in the centre console, one to make it go up and one to retract it, and the whole operation is accomplished in 20 seconds. The roof even

unclogs itself and, in a mechanical ballet, it rises gracefully overhead as the Florio's hoop moves out of the way and the stowage compartment lid lifts up, as the roof eases into the chamber behind the cockpit. Finally, the hoop and greenhouse rear window re-establish themselves. Sounds a tad complex compared with the good old Targa lid lift-off, and the glazed version of the 993, 996 and 997, but that was then, this is now.

We've a sunny day, so we trundle the Turbo Florio out of Pfaffenhausen and into the mellow undulating landscape for a blast on the smooth Swabian blacktop. I open it up and immediately I sense that the power is sharper than the 911 Turbo that we

journeyed down here in. This is an extremely fast, formidable car. It demonstrates storming acceleration, the power delivery is just awesome, and the way it sprints and stops is incredibly efficient. Handling is flat and neutral, steering and turn-in at curves and corners is accurate; it's everything you would expect from a sophisticated Ruf product.

The other amazing thing about the Turbo Florio – indeed, any Targa – is that, with the roof off, you're getting all the rustic farmyard smells as you go along as well. That must have all been part of the heady lap of the Piccolo Madonie countryside – if only the aces had time to appreciate it as they rushed through rural Sicily. **PW**

HALCYON DAZE

Why has Ruf gone overboard for the Targa imagery? As well as honouring the name of the event founder, Vincenzo Florio, he's also gratifying an intriguing concept, turbocharging a Targa. It's also a reflection of glory days past. The first Porsche to compete in the Targa Florio was Umberto Maglioli's 550A in 1956, also scoring an amazing debut victory for the marque, bearing in mind that the opposition consisted of a raft of Ferrari Testa Rossas. Jean Behra/Giorgio Scarlatti placed 2nd in their 1.5-litre 718 RSK in 1958, and Porsche filled the first four places in 1959 with Edgar Barth/Wolfgang Seidel taking the win. Jo Bonnier and Hans Herrmann were victors in 1960, then Bonnier/Dan Gurney and Herrmann/Barth were 2nd and 3rd in '61. In '63 Bonnier/Carlo Abate came 1st overall in their 718 RS61, with Barth/Herbert Linge 3rd in a 356 Carrera Dreikantschaber to win the GT category. Porsche was on a roll: the 904 GTS of Antonio Pucci/Colin Davis won in 1964, with Linge/Gianni Balzarini 2nd in another 904. The works 904/8s and 904/6s filled four out of the first five places in '65 – though not the win, but Willy Mairesse/Herbie Müller set the record straight in '66 by bringing their 906 home 1st. In 1967 Paul Hawkins/Rolf Stommelen led a trio of 910s over the line to

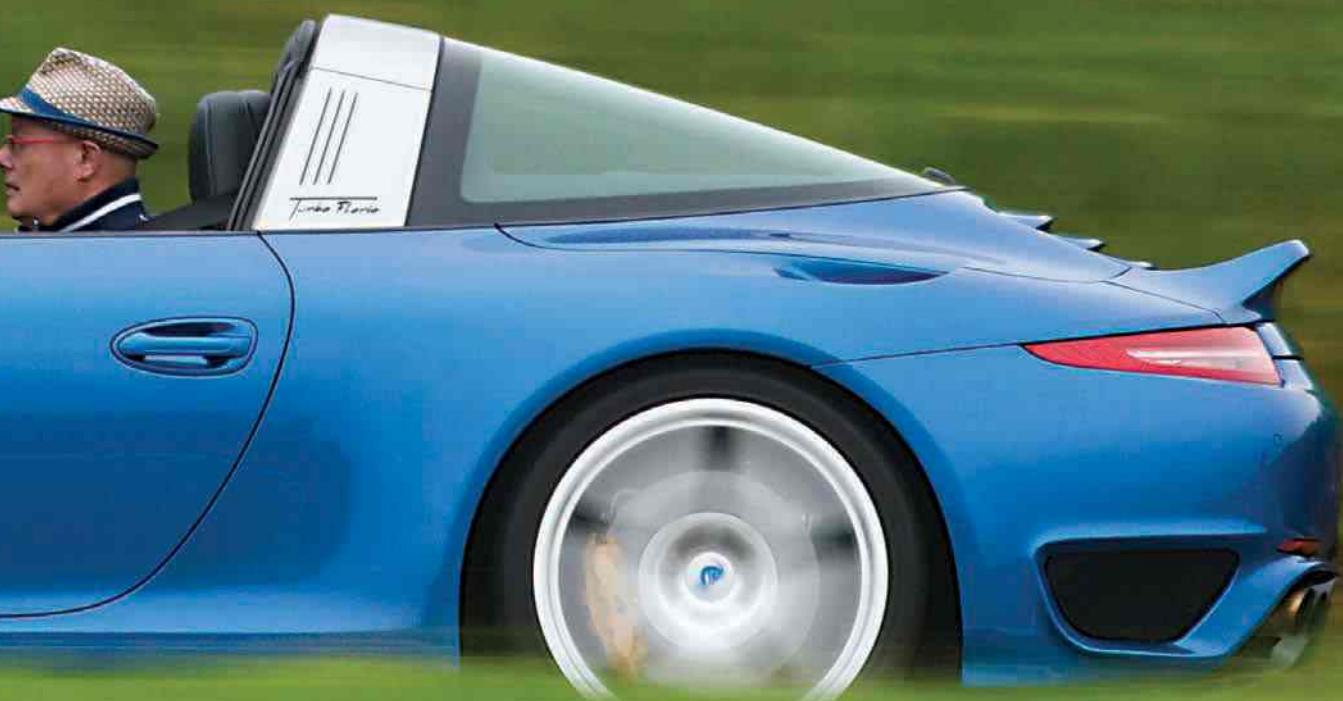
scoop the honours, taking 6h 37m to cover 10 laps, 720km, averaging 108.8kph (67.6mph – on tortuous mountain roads, don't forget). Vic Elford's great day came in 1968 when he and veteran Maglioli won outright in a 907/8 coupe, trouncing the Autodelta Alfa 33s. Vic lost 18 minutes on the first lap with wheel and tyre problems; 'after that,' he told me, 'on every lap I broke the lap record, and when I came in to swap with Maglioli I looked at the times over Peter Falk's shoulder and I thought, if I did the last three laps instead of just two, we might well win, because I was quite a bit quicker than Umberto. I actually took the lead on the last lap but one, and I finished two-and-a-half minutes ahead of Giunti and Galli.' We are in the midst of the real halcyon era of sports prototype racing, with Porsche dominant where it mattered. Four 908-2 'Flounders' headed the charts in 1969, with Gerhard Mitter/Udo Schutz the winners. Then Brian Redman/Jo Siffert won in '70 in the 908-3 Spyder from Gulf JW-Automotive teammates Kinnunen/Rodriguez. The works squad was absent in '71 and '72, and the final blast to the winner's rostrum came in 1973 when Gijs van Lennep/Herbie Müller won with the 911 Carrera 3.0 RS, averaging 79.52mph for 491 miles. With a tally of 11 outright victories, it's clear why Porsche felt it owned the Targa Florio.



Green back-lit Ruf dials are another Ruf styling touch. Engine is what marks out the Targa Florio over the standard Porsche offering. For a start it's turbocharged, but not only that, the Rt35 – as it's called – is based on the older Mezger engine. Power potential is up to 700bhp



“ Roof off you’re getting all the rustic farmyard smells as you go along as well ”



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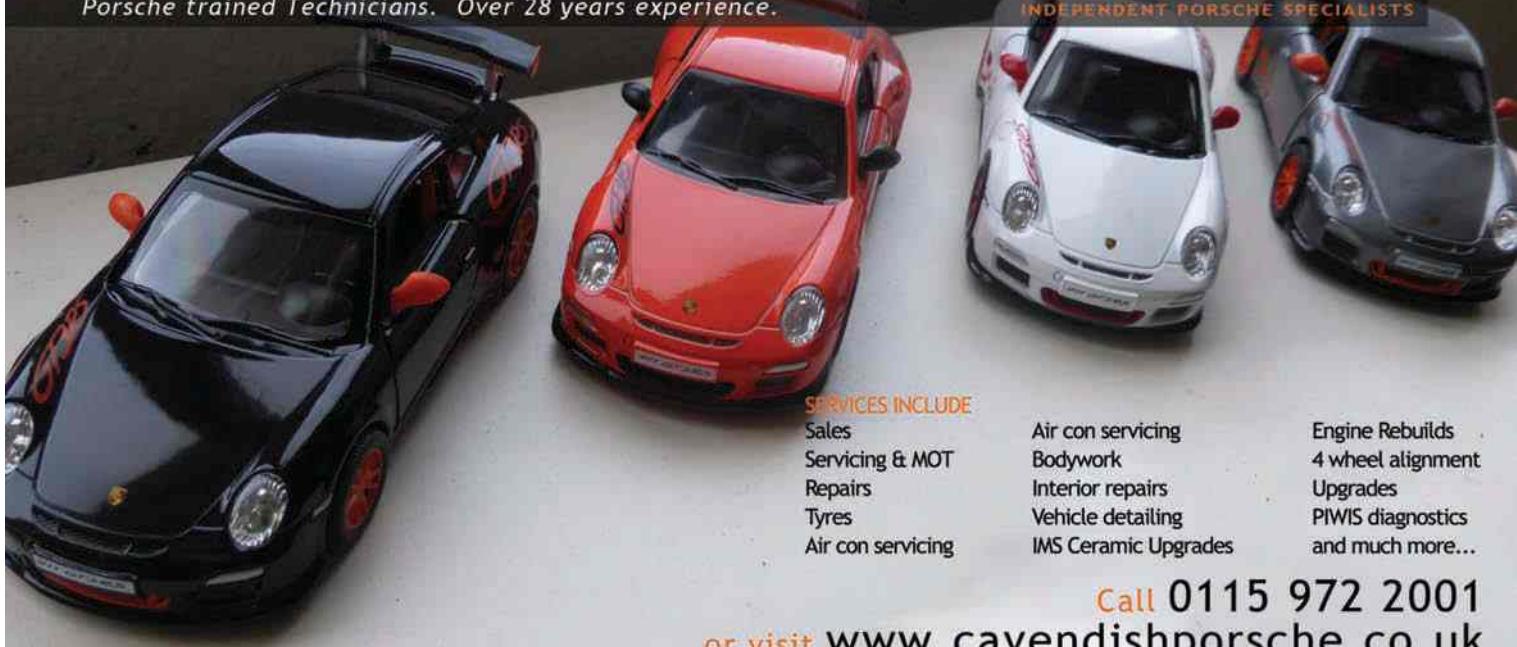
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FOURPLAY

Ahead of the incoming 718 Boxster and its flat-four engine, it's apposite to reprise Porsche's previous mid-engined sportster – the 914. We drive both four- and six-cylinder 914s in the Yorkshire Dales

Words: Johnny Tipler Photography: Antony Fraser



We're surrounded! A large flock of sheep has descended, bent on examining the two 914s we've brought up on to the high windswept moors above Kettlewell. Calendar Girls I wouldn't mind, but these woolly guys are probably out to fleece us of our sandwiches, lovingly prepared earlier at Gmund Cars from whence we've just driven, and where the cars are on sale. Truth is, they must mistake us for the farmer, their regular purveyor of hay or whatever, and soon

enough, when our lack of fodder is evident, they are off.

If only the 914s had been that popular back in the early '70s; buyers hardly flocked like sheep to the showrooms of Europe, though the model sold well enough in the States. Over six years, production of four-cylinder 914s totalled 115,646, of which 104,000 were sold in North America. It was a busy time for Karmann back then, who not only made 911 bodies, but the Karmann Ghia and the 914 as well. The 914/6, with 3348 cars eventually made, was assembled at

Zuffenhausen under the stewardship of Ferdinand Piech who headed up Porsche's race division at the time. Despite the 914/6 GTS of Guy Chasseuil and Claude Ballot-Lena placing 6th overall and winning their class at Le Mans in 1970, the 914/6 didn't enjoy a distinguished race career. Used as a reconnaissance car by the works drivers, including Vic Elford, Brian Redman and Jo Siffert for the Targa Florio, it wasn't much liked because they couldn't hang the tail out, and rally star Bjorn Waldegård actively disliked the 914 because its



handling was too neutral compared with the 911. But hey, what do these superstars know? Having raced a 914/4 GT the length of Mexico in La Carrera Panamericana five years ago, I can attest to its peerless ability and agility in the winding mountain stages

“Porsche would design and develop and VW would pick up the tab”

Below: Practical proposition, with useful luggage space up front and a surprisingly roomy cockpit. This car has had a bigger flat-six engine professionally fitted

where it was untouchable – aided and abetted by wider wheels and spacers, no doubt – and with co-driver Sarah Bennett-Baggs calling the corners we were even able to overtake some big Yank-Tanks, though we were passed as if standing still on the long desert straights.

But I’m getting ahead of myself. Let’s catch up on the bare bones. As we know, the 914 came into being as a joint venture between Porsche and Volkswagen, who wanted a substitute for the sleek VW Karmann Ghia sportster models, while

coupé to a fresh-air roadster. The prototype 914/4 and 914/6 were shown at Frankfurt in March 1968, but the scheme almost fell apart when VW backed away from the project, because incoming CEO Kurt Lotz reneged on the earlier verbal agreement that Porsche would do the design and development and VW would pick up the tab. He felt that was not an attractive proposition for VW, despite the respective sizes and abilities of the two firms. Thus, the production 914/6 was only marginally cheaper than the 911T. Despite the in-house standoff, production went ahead and the car was marketed as a VW-Porsche in Europe and as a Porsche in the US in all states except California where it was sold by Volkswagen dealers. Which prompts the notion that there are one or two similarities between the 914 and the new 718 Boxster, too. As well as featuring a flat-four power unit, albeit normally aspirated, the 914 was,



like the Boxster, also Porsche's bid to offer a technologically innovative starter package to less well-off fans of the marque.

With a relatively long wheelbase and short overhangs front and rear the 914 was ideally configured for sports-orientated motoring. Major evolutions in the model's seven-year production run included bumper guards fitted on the front in 1973 and at the rear in '74, and the following year heavy-duty rubber clad safety bumpers replaced the chrome or painted bumpers fitted since 1970. Bizarrely, they were also credited with aiding high-speed stability. In the cockpit, sliding passenger seats were installed from 1972, while vinyl basket weave patterns changed periodically. The 914/6 went out of production in 1972 due to low sales, plus the complications of in-house manufacture, while the major change in the four-cylinder line-up came in 1973 with the introduction of the 1971cc "2.0-litre" model with D-

Jetronic injection that ushered in a comfort package including de-luxe fabric upholstery including headlining for the Targa top.

In 1974 the 1.7-litre flat-four was bored out to 1.8-litres, fuelled by twin carbs and producing 85bhp, and some of the comfort items from the 2.0-litre car's cockpit were fitted on the 1.8, too. North American 1.8s were fuel-injected and delivered 75bhp, suppressed further in 1975 by emission control equipment, which in California included cats and exhaust-gas recirculation pumps. Production of 914s drew to a close in Spring 1976, by which time the 924 was the new kid on the starting block.

So what have we got here? The yellow car is a 1973 2.0-litre flat-four Comfort model, with special Fuchs wheels made specifically for this model. 'It was bought in Arizona and shipped over here,' says Andrew Mearns. 'The paint was sunburned, so it's been repainted the original

colour. We've completely re-trimmed it in suede and leather and repainted it, fitted new foglamps, too. The American cars have the little side repeaters on the front wing, and some people remove them, but we've kept them on to rebuild it exactly as it was originally.'

The blue one's a 914 that's been professionally converted into a 914/6. A genuine 914/6 is a rare thing, a jewel in Porsche's line-up, with just 3338 built with the 1991cc flat six from the 911, allied to a 914/01 five-speed transmission, a 901 gearbox modified to suit the mid-engined location. However, though our blue car is running a flat-six, it wasn't built as one originally. 'The blue 1970 car is a recreation,' Andrew explains. 'It wasn't built as a 914/6; it came into the country in 1994 (bought for £5.5K), and it was converted by RSK Engineering, using the correct 1969 2.0-litre 911 engine and gearbox, and dry-

Looking very '70s in its vibrant blue, the Fuchs finish off the effect. Styling always was, and probably always will be, slightly controversial



IMPORT QUOTA

We've known James Puttock since our first encounter in Sicily on the Targa Florio centenary in 2006. During that time we've featured a couple of his 911s in this organ and also *Classic Porsche*. Having carried a torch for the 914 for years, he finally took the plunge, vainly pursuing four cars in the US till he found exactly the right one. 'I wanted a genuine 914/6 but a good one was outside my budget,' he tells me. 'Then I found this one in Midland, Texas, where the Chaparrals came from. After several phone calls and numerous photos we agreed a price and I had it PPI'd in Dallas. It's a 1975 model, Light Ivory, built as a 2.0-litre car and subsequently endowed with a pukka six-pot 911 motor. The guy strengthened the chassis and fitted a 914/6 oil tank, and installed a rebuilt 3.0-litre SC engine, so it's probably good for 220bhp! The brakes were uprated to match, with 914/6 calipers, so it's got adequate slowing

power, but on my first ever drive to the MOT station I floored it, and the power surge took me by surprise as it snaked up the road – and that convinced me that it really does need more rubber on the road. So I've already got 7in and 8in wheels and steel GT arches to weld on. Meanwhile, I'm planning to drive it to the Nürburgring Old Timer this summer. Maybe he should get in a lap or two of the Nordschleife while he's there, and see what it will really do.'





sump oil tank. Top quality engineering. It was built to do long-distance historic rallies, and has full FIA papers and identity card, based on a 1970 914, and it's done the Liege-Rome-Liege rally. The fiche of papers reveals it's had work done by Roger Bray, Crispin Manners and Carrera Bodywork, as well as Mike Karavasili at RSK Engineering.

Dogleg first gear, wipers activated by the shaft of metal that serves as the lever, as the indicator switch is on the other side of the steering column. There's a lovely, rorty sound from the exhaust, omnipresent, enhanced by the strong suction sound of the carburettors inhaling under acceleration. Brakes need firm pressure to actuate – like

up right under the four spoke steering wheel, that does form a kind of deeper attachment with the car. It responds well to me keeping it on the cam, from 2500rpm in 3rd gear, and around 3000rpm I'm aware that it's earning its keep. In fact I'm doing most of the work in 3rd, up around 3500–4000rpm. There's a heck of a wind blowing but the car is stable, blithely unaffected. I can hold the six-cylinder car up ahead, too, powering around the turns. It's very nimble. Troughs are most fun: I keep the power on through the corners, and it's great fun where I can site the car right the way through a complex as I plunge down hill into a corner and launch myself out up the other side.

It's a fabulous, entertaining car, quite demanding to drive

Splashing around!
The 914 might have had humble beginnings, but for the time it was quite an exotic machine in terms of its layout

'The conversion cost £10K,' reports Andrew. 'We've just sold it for £30K, and it will have chrome bumpers fitted before it's delivered.'

Time to see what these babies will do, up on the taxing moorland B-roads. I'm driving the yellow 2.0-litre four-cylinder car and it's astonishing how rapid it is. 914s are left-hand drive, but that suits me just fine.

a contemporary 911, in fact. Tyres are Yokohama A-drive 185/65 R16s all round, and seem perfectly up to the task of gripping the twists and turns, wet and dry. They're actually quite dinky, dainty cars. The negative camber on the back wheels is quite dramatic, too. It's a comfortable driving position, and though my thighs butt

Backwards in coming forwards! The 914 has that 'push me, pull you' styling that can afflict mid-engined cars, rather like the modern Boxster

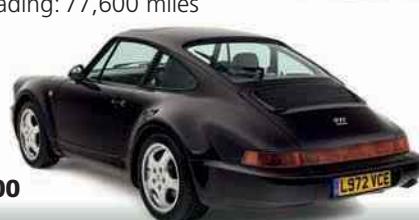


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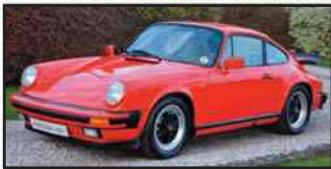
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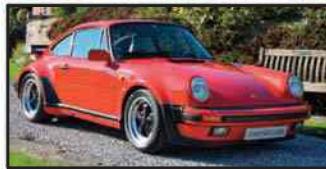
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after a 911, so nimble, chuckable with no risk of the back end getting out of shape. A properly sorted 914 is exhilarating, goes where you point it, and plenty of torque and power from the 2.0-litre flat-four.

“ The 2.0-litre flat-four provides more of a guttural soundtrack ”

Pure 914. This vivid yellow example zings along and looks perfect with its Porsche script adorning its lower bodywork

The driving position seems perfect, knees slightly bent, footrest for left foot, hands ten-to-two on the four-spoke wheel with its integral horn bars. Third gear is very close to 1st in the gate, and that makes selecting

5th an occasional fumbling mistake. The space between accelerator pedal and brake is too close for my liking, exacerbated by the central console in post-'73 'Comfort' spec cars like this, which means the right

foot is kind of trapped in the pedal area. The seats are re-upholstered in sandy-beige suede and leather, comfortable and pleasant to the touch, flanked by matching basket-weave vinyl door cards.

The view out of the windscreen features the twin semi-circular wings on either side, tipped with the orange reflector, and a broad swathe of front bonnet lid, while the pop-up headlights are obtrusive rectangles in my line of sight. Due to their slab-sided contours, 914s were often likened to house bricks, but that's to dismiss them without considering the infinite number of delicately curved surfaces with scarcely a flat plane between them. At best, it's a harmoniously proportioned, nicely balanced sports coupé, at worst a three-box slab that doesn't know whether it's coming or going. I've always favoured the former view, the retractable headlamps the car's only detrimental stylistic feature when erect. As for the minutiae, the mirrors are small yet efficient enough, though the yellow car lacks one on



GIVE ME MORE

Not content with bigging up the capacity of the 914 with a flat-six, in 1969 Ferry Porsche was handed a 914/8 as a birthday present by his workforce. This 260bhp 3.0-litre flat-eight was fitted with an engine out of the racing division's 908 sports prototypes. The Porsche boss reportedly put 6200 miles on the car. A second 914/8 developing 300bhp was produced though wasn't road legal.

In 1972, the firm made 11 units of the 916, based on the 914 but with welded-in steel roof and rollover hoop. It was powered by the 2.4-litre flat-six from the 911S and ran 914/6 suspension and 911S brakes. At 40,000 Deutschmarks it proved too costly to go into series production, though six were sold privately and the other five stayed in the family.

the right-hand door – not a problem on the moors but possibly an issue in town. Economical, too, compared with some gas-guzzlers; we hardly seemed to use any fuel during our shoot. The 2.0-litre flat-four lacks something of the soul of the flat-six engine, but on the other hand it provides more of a guttural soundtrack, which for VW aficionados at least will be reassuring. I wonder if the same will be said of the 718 Boxster? And it will rev to 5000rpm without qualms.

Sitting in the 914/6 – originally a 914/4, of course – I'm fractionally lower down due to the seat not having been re-stuffed. It doesn't have the centre console so my right foot can move more easily between brake and accelerator pedals, so it does feel slightly more user friendly, even though its

upholstery is less grand than that of the yellow car. The shift linkage feels a bit more business-like, and it also has a fire extinguisher in deference to its rallying purpose. Out on the road the six-cylinder car really sounds the part, flat-six screaming away behind me. But it isn't any faster than the 2.0-litre flat-four; it just delivers the power in a slightly different way; less raucous, silky smooth in comparison, but not particularly any more effective. A charming car, nevertheless, with that sublime engine.

With the bulk of 914 output having been exported it's inevitable that there'll be more imports in the classifieds and dealers' showrooms. Gmund source some of their stock from dry state regions such as California, Australia and South Africa, and

that includes 914s. So how does the importation game work? Turns out it's not so much an expensive exercise as a bureaucratic one, involving sheaves of paperwork and box-ticking. 'The DVLA work all that out,' reports Andrew Mearns. 'You register it on NOVA (Notification of Vehicle Arrivals). Once it's landed you pay import tax, you insure it straight away, get it MOT'd on the chassis number, get a dating letter from Porsche certifying the chassis number and then you get a date-related registration number.'

Then comes the reckoning. Restoration is a thorny issue because the cars could cost more to restore than they will fetch in the marketplace. As Andrew says, 'The whole car is uneconomical to do, because it'll probably want brake calipers, shock-

Below: Distinctive cast alloy Fuchs are exclusive to the 914. 2-litre, Flat four is VW derived. Tipton at home in the 914. He raced one of these on the Carrera Panamericana, as he often likes to remind us!





Looks good, doesn't it? Last of the affordable air-cooled classic Porsches, too. Get in now before it's too late!

absorbers, and we tend to go overboard here with restorations so everything will get done. But a tin of paint's a tin of paint, and labour costs are the same whether you paint a 914 or a 2.7 RS. So we probably won't get our money back, so it's better economically to restore a 911 because 914/4s are not worth more than £20 grand.'

someone that's handled probably hundreds of them and knows what to look for and how to fix them. I've had maybe thirty 914s, so I know what's what.' He shows me a black one sitting outside the showroom: 'Look at this; it's got no engine and gearbox, and the chap paid £8 grand for it, but now he's brought it here for us to do the

only go up in value.'

The reality check? They are Porsches, after all, and genuine components can be dear as well as tricky to find. One 914 owner (and all-round Porsche aficionado), Helen Goff, declares: 'Boy, have the price of parts shot up in the last three years, and they have got harder to get hold of!' Andrew Mearns concurs: 'A chrome bumper is a grand, and the rubber strip that goes around it is £400. The rear brake calipers are almost unique – the only other car that had identical ones was the Ferrari 308 – so they are very expensive and very hard to get.' Obvious solution: unless you relish a project, buy one that has already been sorted.

So instead of bleating on about the merits of the 914, I'll just point out that it is the last affordable air-cooled Porsche. My snapping colleague would take exception to this, believing the Allgaier is the bargain-basement wheeler, but when all's said and done, that is a tractor, and so it's the 914 that enjoys that distinction. PW

“ They are Porsches after all, and genuine parts can be dear **”**

Part of that expense on the yellow car has been the top end engine rebuild, since when it's only done a measly 20 miles prior to our outing on the fells.

Andrew counsels caution when shopping for a 914. 'Don't buy one thinking, "I'm going to do this one up," because it will end up costing you more than buying one from

work on it. It could end up costing him £20,000 to have the work done on it, even at a discounted labour rate. The 914 is still behind the game, and with a bare metal respray, new engine, new brake lines, discs and so on, it's very good value at £20 grand and that kind of workmanship should last another 20, 30 years. These cars can

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CUSTOM BUILD

Dominated by its massive Fuchs-look wheels, wide-body and ducktail, this custom-built 964 Turbo hides a myriad of modern touches that bring it in line with the modern world – well, as modern as an old-school, air-cooled 911 Turbo is ever going to be. It's a labour of love this one, that's challenged its owner and co-creators, Autofarm, all the way

Words: Adam Towler Photography: Gus Gregory



This is a project that started with a photograph of a car on the other side of the world: a menacing, wide-arch 911, all in black, that captured our would-be owner's imagination and set those cogs whirring away. And on face value you could say that's what he has ended up with, although that's where the similarities probably end. This car is unique once you start looking closely – both in conception and execution.

We often feature project cars in this magazine, but usually their inspiration takes one of a select few forms, whether that be heading down the performance route, track-day preparation or backdating. There are many, many permutations those themes can then evolve into, which is only natural when you consider what a personal thing modifying a car is.

But this car is different, not least because the starting point is unusual – and a rare car in any case. Underneath the vaguely 2.8 RSR-style exterior is a 964 3.3-litre Turbo. With Turbo prices as they are at the moment, most would restore the car to its former glory with more than just the one eye on the real value. However, when this project began a couple of years ago, and with the donor car in a rather 'tired' condition to say the least, it was instead used as an unconventional blank canvas.

Autofarm's Mikey Wastie summarises the project thus: "We wanted the modifications to look as though Porsche had done them." Although this is a 911 Turbo with arguably a touch more horsepower than standard, for once we're not going to be concentrating on the traditional oily parts, or the way it feels when you dive into a challenging corner. The core of the project is, in effect, the extreme

visual impact of those wheels, and how they combine with a wide-arch 911 bodyshell to give the car a particular visual presence that no other make of car has ever quite managed to replicate. That, and the clever integration of the sort of modern-car features and in-car tech most of us take for granted now in a new car, but which were a futuristic mystery in the days of the 964, let alone those of the original 911.

"I wanted a car to use every day, like my other 964" says the owner, reflecting on the finished article that's parked before him. "But, I thought, 'I don't just want to back-date something.' It then became more of a styling thing – now it has more gadgets on it than my everyday car. I have to say Autofarm have done a great job. I think I'll use the car a lot, basically; I could have bought a 'modern' for the same price, but it was good fun though going through the various stages,





Not a backdate as such, but more of an amalgamation of Porsche style and influence. Front end is a nod to the 934 Turbo RSR race cars. Those headlights are xenon, self-levelling by the way

Retrimmed brown leather seats dominate the interior. Using an Aston Martin grade of hide, the seats have also been retrimmed minus the piping that typifies Porsche seats of the era. Interior hides state-of-the-art in-car and communication systems, plus LED lighting

spending time with companies such as Southbound and the like."

Where do we start with a car like this? As our photographer, Gus, gets to work capturing the aggression of the exterior, I poke my head in through the door and drink in the ambience. Although many of the changes are subtle, the overall effect is a 911 interior that somehow feels different – one of those situations where you can't quite put your finger on what's changed, but you know something has all the same.

Take the steering wheel as an example. Looks smart, doesn't it? It's actually from a 924 of all things, and hence that bit smaller, and with a Porsche crest embossed into the leather but offset, as in the style of the 930 SE models. Mikey originally tried a bonnet badge for size, but it looked huge emblazoned upon the boss, so instead sourced the crest from a key fob. It was then cut in and sunk into the leather. The result looks really slick, but there must have been plenty of hours' labour spent making it look just so. My eyes then immediately fall to the gorgeous chocolate

brown seats and their diamond stitching, akin to the sort of treatment you might expect to find in a Bentley Continental GT. Unlike a lot of Porsche seats of this era they don't have any piping, and as for the leather itself that's an Aston Martin grade of hide, sourced from Southbound. It is gorgeously luxurious to the touch, and the aroma of expensive leather loiters in the nostrils.

There are so many small details to take in, but a) I want to have a drive and b) I don't want this to merely read like a catalogue of changes, so I search for the ignition key to twist. And don't find it: instead there's a push-button starter, which I give a purposeful nudge. The 964 fires up with an agitated roar and then settles into a deep, chesty drone so familiar with any tuned 911 Turbo. The engine exhales through a Fabspeed exhaust system, and you'll not forget that fact when you drive the car. It required some re-working to get the correct boost from the engine, but the main reason for the noise is that it now only has a single silencer that runs across the rear of the car, doing away with the cat. The car pops on

the overrun like a firework.

I can't help but feel this car almost looks like something from a cartoon; its massive Fuchs-style rims fitting almost flush with the wheel arches. It's a look that you'll either adore passionately or think is overwrought, but there's no denying the work that's gone into making it all possible, and yet allowing the car to still function normally.

The first challenge was finding an appropriate set of wheels: after many conversations with one supplier, it was Image Wheels in Birmingham who came up with the goods. Fitting them to the car was something on another level, however, because the key to the whole 'look' was the deep-dish aspect, to the rears in particular. First of all a suspension setup needed to be settled upon, the choice boiling down to Cargraphic or KW, and airbag units or hydraulics. KW got the nod, the Variant 3 HLS equipment being combined with polybushed joints front and rear, and H+R anti-roll bars to 964 Carrera 2 specifications. Why? Because this car also runs the trailing arms off a Carrera C2, with





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RS rear brake discs working with the Turbo calipers, RS hubs and associated driveshafts, so that the deep-dish nature of the rear wheels can literally be accommodated under the standard wide-arch Turbo body. The track at the front has been narrowed, too. It amounted to a lot of

“ Then there’s the ducktail – we need to mention that ”

work to enable a particular style, but if nothing else it shows the lengths the Autofarm team were prepared to go in achieving what the customer wanted. And to these eyes at least, it looks a lot better than the even wider GT2-influnced look favoured by a certain tuner in the Far East. Incidentally, the tyres are 'N' Carrera RS

items with a mild stretch to fit.

There are many replacement or overhauled components on this car, the cost of which makes my head spin remorselessly just thinking about it. Hoses, oil lines, an engine fully detailed and then...then there's the ducktail – we need to mention that. This

took a 1973 RS pattern part ducktail, and set about remodelling it. The angle of the engine cover was raised slightly, and a 993 grille inserted into it. He then modified the back panel, the hosing and ducting, to allow the intercooler to be dropped by around 2in in the bay to obtain clearance. A 996 high-level rear brake light was then integrated into the by-now bespoke panel, which was itself cut in half to fit and the lens smoked, the result being a really attractive yet entirely functional piece of bodywork.

Unfortunately we've not been blessed with the ideal conditions for a test of such a car today. What is it about black cars that mean you have to no more than cast a glance in the direction of a puddle and the bodywork loses its lustre? I end up zig-zagging down the road to avoid the brown pools of ditch water that will otherwise send Gus into an understandable meltdown behind the lens. There's no mistaking the power and characteristics of the blown flat six, though. It mumbles and feels soft, initially, but there's

item was fundamental to the owner's original concept of the car, but there was a snag: how could it be incorporated on a turbocharged 911? After all, the large slab of intercooler sits atop the engine and, as you can imagine, it would have been much too easy if it had simply fitted underneath the traditional 'Burzel' RS lid. Therefore, Mikey



The Fuchs replica wheels and ducktail dominate, but neither were easy to accommodate. The deep dish look won't work on a standard 964 Turbo, so much mixing and matching of hubs and suspension components had to be investigated. The ducktail, meanwhile, had to be re-worked to clear the massive turbo intercooler

a strong sense – audible, too – of impending mayhem as the boost starts to come in, and then there's the accelerative characteristics of an elastic band being released as the single large turbocharger really begins to blow hard. The ride is firm, and those large rims pick up on every surface irregularity that lies in your path, but it does smooth out as the speeds increase. There is still a little setup work to do when we drive the car, and it doesn't feel entirely happy under full cornering load, but there's clearly potential there. Subsequent to our drive, Autofarm developed all-new inner wheel arches to maintain clearance for those spectacular wheels under load and steering lock. Frankly, and I should say Autofarm agree with the following statement, it feels appreciably quicker than a standard 3.3 Turbo. Given the engine and turbocharger haven't been pulled to pieces, there's no way of knowing exactly what, if anything, has been done to increase the performance, but there's a 'modern' feel

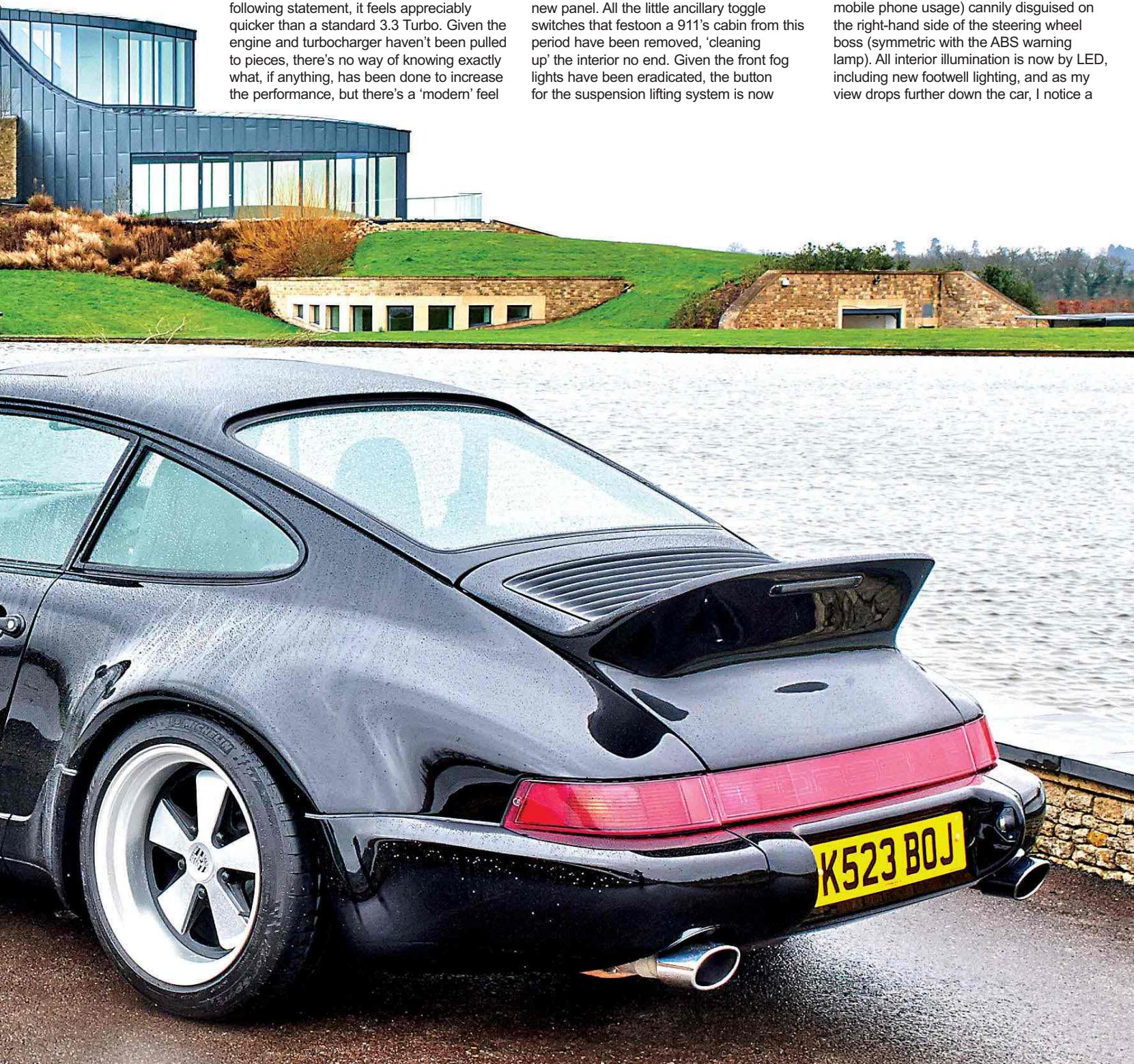
to the acceleration as well as to the in-car electronics. It's more than enough to remind us what a wildly exciting ride a traditional 911 Turbo is when in fine fettle.

As I begin to get more comfortable in the car I drink in some of the other details. Everything in the interior my eyes rest on appears to be covered in hide, apart from the vinyl of the roof liner. If the dashboard doesn't look quite like a typical 964 dashboard then you're correct: that's because the lower section of it is actually from a 993. I note the 964's glovebox has also disappeared, Autofarm making a resin cast from the three separate pieces, adjusting it to look just so, and then getting Southbound to trim it to look like a single new panel. All the little ancillary toggle switches that festoon a 911's cabin from this period have been removed, 'cleaning up' the interior no end. Given the front fog lights have been eradicated, the button for the suspension lifting system is now

located in that vacant space. The diagnostic port has also been relocated, and an auto dimming rear view mirror from a 993 installed, mounted behind which is the sensor for both the keyless entry and locking and the automatic headlamps and windscreen wipers.

Lower down, a 993-spec switch panel sits in front of the gear lever, and now features the buttons for both these two new functions, and there are also handily two USB sockets. All the new switchgear has Porsche's font for its description, emphasising the O.E. appearance.

Even more tech includes a Bluetooth streaming kit on the back of the Becker music system, with an in-car microphone (for mobile phone usage) cannily disguised on the right-hand side of the steering wheel boss (symmetric with the ABS warning lamp). All interior illumination is now by LED, including new footwell lighting, and as my view drops further down the car, I notice a





Worth the effort? From this Tarmac-scraping vantage point, most certainly. Fabspeed exhaust glints under the rear apron. Below: Intercooler dominates. Engine something of an unknown quantity, having not been pulled apart, but it is clearly very healthy, with a modern feel to the power delivery

neatly trimmed-in storage box has replaced the aged cassette holder. The aforementioned music system is a DAB head unit, with Alpine speakers at the rear of the car hidden under standard speaker grilles; J+L units feature at the front, and there's an amp mounted under the driver's seat along with a subwoofer, so the sound system should be considerably more advanced than that found in a '90s 911, even one at the top end of the range like a Turbo.

Earlier, Mikey had been most anxious to talk me through the headlamps, which he goes on to describe as a "huge challenge" – complete with a wide-eyed expression. This might seem a slightly odd confession to make, but I'm soon in no doubt just how much time and effort has been expended on getting them just right. Our owner wanted a modern xenon-lamp look and performance, but as anyone who understands this technology will know, it's not just a case of fitting a xenon projector type unit into the 911 headlamp surround: to meet current legislation the xenon unit has to have a self-levelling device

so as to not blind oncoming road users, and also a wash function.

This was one part of the project that really took a lot of blood, sweat and tears to get right. Mikey sourced the projector units from the USA, and teamed them with a Hella self-levelling kit. He then made his own brackets, the linkages and pivots. An ultrasonic sensor constantly reads the height from the floor, supplying the necessary data for adjustment. Given that the headlight bowls now extend much further back, Mikey had to modify the windscreen washer bottle, the wheel arch liners and the oil cooler mounting to make everything fit cohesively. The new headlamp lenses are actually from a late-1960s 911, proof, as if it were ever required, of the sheer modularity of the original 911 over such a long production lifetime. By getting rid of the spare wheel, all the electric paraphernalia for the new technology and features could be hidden under a false floor, then trimmed accordingly so that it looks factory original. You'd never really know it was there,

which I guess is the whole point. Apparently, the client originally wanted almost all the interior controls to be invisible, until it was explained that there simply wasn't room to hide all the necessary electronics in a car as old as the 964.

Cars such as this Autofarm Turbo, and the celebrated work of the Singer company in California, not to mention a raft of vaguely similar re-interpretations with the benefit of modern technology and hindsight, are ever more popular at the moment. Obviously they vary massively in quality and price, starting from the awesome Singer and working downwards. I think it's easy to wonder why someone would spend so much money on a 911 with modern bits in it, and not a cherished classic of the breed, right up until the point that the same person wants to use the car every day, or for practical long distance touring. I've a hunch that it is at exactly that precise point the worth of cars such as this 964 Turbo 'RSR' will become so readily apparent. For many 911 enthusiasts, it's arguably the best of both worlds. **PW**

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TURBO TRICKS

When it comes to bang for your buck, you can't beat a 911 Turbo. The 997 model Turbo is currently right in the sweet-spot for price, performance and potential as these gen 1 and gen 2 Turbos illustrate. Both have the power to impress, but perhaps of more interest are the chassis mods, which include a very neat custom adaptive PASM module

Words: Adam Towler Photography: Antony Fraser



I adore the 997 Turbo. I know you're not supposed to give everything away in the first paragraph of a story, or, for that matter, in the first line, but I do. It's ok to say that because this isn't supposed to be a well-worn trudge through the history of the type, or why they're a great value second-hand purchase at the moment – shhhh there, please – given the performance-per-pound, and a whole host of other reasons. Instead, we're trying out a couple of modified cars that primarily tackle a perceived weakness of the car, while also showing what else can be done if you're lucky enough to already own one of these fabulous machines. That we have both gen 1 and gen 2 variants here today, courtesy of Crawley-based specialists Parr, simply adds some further depth to the story.

It always seems to me that the Turbo lives in the shadow of the GT3. Has it always been that way? I'm not sure: when both existed alongside each other for the

first time, at the turn of the millennium, there was a real buzz surrounding the Turbo. It was, after all, a very different car to those that had gone before it with that badge on the rump, and its performance and usability, it must be said, probably set a new standard across the industry. The sales figures would seem to back that up – they hardly hung around in the showrooms.

The GT3 was a bit different: received with glowing praise, but nevertheless a new lineage that understandably had a tough act to follow in the line of pure 'RS' models that had preceded it: this was now a road-racer with electric windows and carpet. Naturally, it took a little time to get established. However, once the GT3 badge became a hallowed moniker in its own right, the Turbo's standing has lost a little of its formative lustre, and lately there's been no stopping the ascendancy of the NA models.

Those of us really into our cars love to highlight the purity of the GT3's naturally aspirated response, and of course eulogise over its Mezger-engine soundtrack. That wail, those revs, just thinking about it sends

a shiver down the spine – I know, I'm one of those same people, guilty as charged.

The more usable Turbo, less track-focused, just doesn't quite have the same highbrow appeal somehow. That turbocharging, at least until the advent of the 919 Hybrid recently, has played no part in Porsche's motorsport activities over the last 20 years or so, can't have helped either.

These days, Porsche tries very hard to make the 991 Turbo all things to all people, and the latest technology allows, at least in terms of lap time and day-to-day comfort, for that to be possible. With the 997 Turbo, the more primitive tech of the period made that a harder objective to reach – devoid of the active engine mounts, anti-roll bars, PDK transmissions and latest-gen adaptive suspension, the 997T had a harder job to cover all those bases. And if there's one area where that's most noticeable it's the chassis; it's what the car's critics always point to, specifically, the two-stage PASM damping that was standard-issue. To achieve any semblance of comfort in everyday use the standard setting does



allow for a good deal of body movement. This isn't an issue when driving normally, but more of a factor when the speeds rise, because with a considerable amount of weight in the tail things can get very lively. This setting is much too soft for circuit work, but the Sport setting is much too firm for any sort of road

2 car has been set up to be more of an outright track day spec, while keeping within the limits of sanity, expense, and still retaining usability on the road.

While there has been all manner of suspension upgrades, kits, call them what you will, for the 997 Turbo, the red car features

the brainchild of TPC Racing in the USA, who has developed the product with a European partner. Essentially, it re-programmes the algorithms that form the basis of the PASM system, supplying two new settings via the standard damper switch in the car. There is nothing visible to suggest that anything has changed from the standard factory setting, the only giveaway being a longer press of the button required to switch between modes.

Parr will very soon be offering software so that owners can design their entirely unique 'maps' for the PASM system, depending on their preferences, the roads they drive on, or circuits. For now, we have essentially comfort and track modes. In execution, Parr has basically given each damper setting a much wider window of performance. It's not the easiest of things to explain, but to simplify, if an adaptive damper has, say, a setting from 1-10, the comfort setting now works from 1-5 instead of just 1-3, and the

“Customers can design entirely unique maps for the PASM system”

Now here's something that you don't see too often, a red 997 Turbo, and what a refreshing change it makes, too. Of our test duo, this is more a fast road spec than all-out track car

driving, and yet arguably not controlled enough for those who really want to make the most of the car on-track.

All of which is a long-winded way of introducing our two cars here. The gen 1 car is a 'Fast Road' spec, if you like, while the gen

something a bit different. It takes the form of a small box of electronics, and it sits hidden from view in the passenger footwell. It goes by the name of DSC Sport and is something Parr have started to offer for more modern Porsches equipped with PASM dampers. It's



Sport setting is now 5–10, instead of 8–10. The ramifications of that will soon become obvious.

In addition, the red car features a few other goodies. There is more work to the suspension, which could conceivably blur the picture from the DSC upgrades, but we'll have to take that as it comes. It has thicker and three-way adjustable anti-roll bars front and rear, with new progressive rate springs from H+R that also lower the car by 20mm and a 'fast road' suspension geometry set up. Parr fit Eibach and Cargraphic springs as well, but the owner went for the (relatively) softer H+R option as this was always intended to be a road car. The geo settings change the toe, camber and caster, and the springs increase the positive rake of the car. So configured, there's no doubt that this Turbo has seen some work – the ride height is purposeful without being overdone, but the camber on the rear tyres is obvious when

the car is viewed from the rear. Yet more camber would be ideal for circuit work, but then you'd run the risk of wearing out the inner edges of the tyres if the car was used exclusively on the road.

The other modification is more typical for these cars: more boost. A Parr remap, in conjunction with a new air filter, raises the level to 1.1bar and gives an additional 58bhp and 66lb ft of torque. That means today we have 531bhp and 568lb ft to play with. Incidentally, the wheels are genuine Porsche Sport Classic wheels.

The Mezger engine starts with a familiar rumble, interspersed with the odd faint clatter and alternate resonances, and it's like being reunited with an old friend. It's that cheery banter across a well-marked wooden pub table, only with the beat of an internal combustion engine instead. The gear lever action is short and crisp, and I'm soon trundling out across the apron and joining the

Longcross circuit with a big grin on my face.

Despite the modifications it rides well, really well. I'm a bit taken aback, because I really hadn't been expecting that. It doesn't feel like a modified car at all, just like a very well sorted Turbo from the factory.

With some temperature on the gauges it's time to experience once again the full force of the blown Mezger's delivery. Waumpf! The car is suddenly thrust forward with a violence that momentarily scrambles my brain, a reminder of the sudden ramp-up in boost that the 997 Turbo's variable vane turbochargers provide. There is a definite sleepiness below 3000rpm, though, and if you're caught down there you must wait for that sudden wall of power to arrive. Have I been spoilt by driving 991 Turbos more recently; am I recalling the 620bhp 997.1 Turbo I drove from Parr a little while ago, whose more extensive modifications may have negated against this lag? Or have I simply forgotten the finer

Below: Engine is remapped by Parr. Boost is lifted to 1.1 bar bringing power up to 531bhp. Box of tricks is the DSC Sport module, which allows custom mapping of the PASM system





points of driving one of these cars: it's hard to say for certain. When quizzed over this point, Parr point to their cars not running too much fuel and ignition low down the rev range, to make sure they never have any issues with emissions, and they also mention that an aftermarket intake plenum can assist on this issue (which this particular car doesn't have).

perimeter circuit the Turbo feels very well planted. There are still damp patches around despite the watery sunlight filtering through the trees around the track, and these random elements of moisture are playing on my mind as I commit the car to the fast crested right near the Snake 'split'. It's these kinds of high-speed direction changes that can make the

available means the Turbo can be flung into the tighter turns with so much confidence. The Sport setting here means roll is resisted that bit more, but even over the poorer surfaces the car appears to ride well. I can't help feeling that if I owned a 997 Turbo this would be a setup well worth checking out because, on this initial evidence at least, it seems to be significantly improved. It's a comfortable but devastatingly rapid machine.

I don't really want to stop driving the red gen 1 car but we're short on time and there's a Turbo S parked up with my name on it. What a car the Turbo S was: a ruthless sort of beast, with toweringly effective performance, a bridge between the older style of 911 Turbo and the new era with its tech and PDK shifts. There's an interesting back-story to this car that helps to illustrate why it's been taken in the direction it has.

Owner Steve Green is obviously into his cars and track driving. Rewind a couple of years and at the time he had an Audi R8, while his uncle owned a 997.1 GT3 RS in Viper Green – one of my all-time favourite

Around the Longcross circuit's fast sweeping bends the Parr modified machine feels utterly planted, with a myriad of suspension setting options from the DSC Sport PASM tuning module

“ There isn't the stiff, pogo motion of the standard setup ”

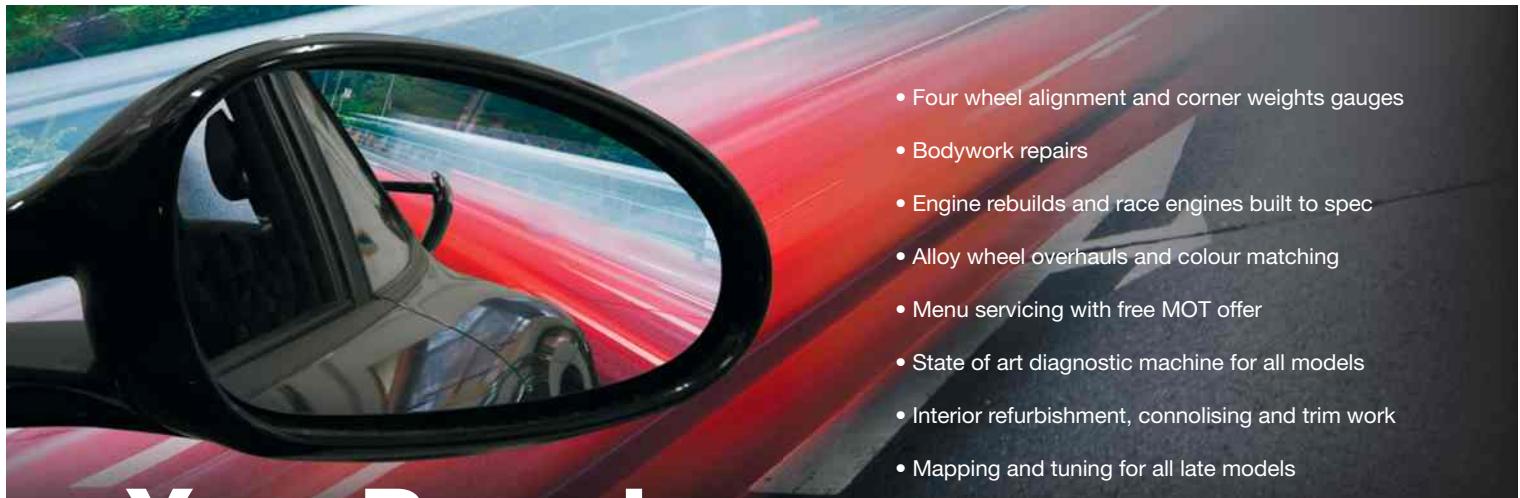
For now, I just make a mental note to keep the revs from falling too low.

Longcross is a fairly simple circuit in plan view, but if you introduce the infamous 'Snake' section through the woods on alternate laps you end up with a couple of slower corners amongst the fast, long, constant radius curves. Staying out on the

standard car feel a bit loose, but even at 100mph there're no such issues today. The biggest contrast is to select Sport mode, because unless the car is loaded up there isn't initially a great deal of difference. There definitely isn't the stiff, pogo motion of the standard Sport setup. On the next lap I dive into the Snake section, and the sheer grip

Ride height is spot on. Funny how the 997 Turbo looks compact now, compared to the current 991 Turbo. Sport Classic Fuchs replica wheels really suit the car





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car/colour combinations – which had replaced an orange example in quick succession, and with a 996 Turbo occupying that space before that. Steve got to drive them on road and track, and obviously loved them, but his own car-owning path then went off in a different direction. He experienced a

three months over the next four years. In the end I realised it was a car I wasn't having any fun in, so I got shot of it." The reason? Steve embarked on an incredible build, which escalated significantly over time. What started out as a quest for 700bhp and a track-day ready GT-R, culminated in a

break down on the circuit, or not even get there. With a car of that power you're always chasing the next weak point."

That's when Steve turned to Porsche. Sadly, his uncle had since passed away, and Steve hadn't bought the Viper Green RS when he had the chance due to the Nissan expenditure – something he regrets to this day, and continues to search for – so he's lodged an expression of interest with his Porsche Centre with regard to a possible gen 2 991 GT3 RS. That left him needing a stop-gap, and hence he bought the 997 Turbo S and turned to Parr. Some stop-gap, you might say!

Steve is enjoying doing this project in stages, and has yet to track the car in its current configuration. Before he does so, and subsequent to our drive, it's going to have yet further modifications, including upgraded intake plenum, Y-pipe and intercoolers. For now, though, let's consider what has been done. The aim was to make the Turbo S more comfortable with receiving hard use on the

Last of the 997 Turbos, this S version is PDK equipped. Owner Steve has been tuning it for track use in stages. It's quick, but not to someone who's just escaped from a 1000bhp Nissan GT-R

Nissan GT-R. "A mate of mine had one tuned to 700bhp and running on slicks, and I was completely blown away by it at Spa," he recalls. "I was searching for GT-Rs before I'd even got back to the UK."

Steve is completely frank about what happened next. "I bought a year-old GT-R in 2011, and I suppose I only actually had it for

strengthened block, motorsport gearbox and huge outlay. The result was over 1000bhp on standard fuel, with the potential for 1400bhp with everything turned up. In short, it was Veyron levels of performance, if not more. "I'm not knocking the builders, I just got lost in the scene at the time. I was afraid to book a track day at Spa, because I didn't want to

“ I know it's a quick car, but when I first drove it it felt quite slow! ”



circuit: "When I first took the car to Spa, if I braked late and turned in it became unstable, you could really feel the weight at the back end," says Steve. "I wanted to feel I could turn in with more speed and lose that in the corner, not in advance; I wanted more stability, more 'feel' through the steering, and I wanted to be able to attack the corners more."

Parr's first move was to fit their thicker, adjustable anti-roll bars, and to up the power of the A91-series turbocharged flat-six. Now, not many people have ever accused the Turbo S of being undernourished in the engine department, but now you know what Steve had just been driving, it should all make sense. "I know it's a quick car, but when I first drove it I thought 'That feels quite slow,'" he recalls.

So, Parr fitted the Cargraphic Powerkit level four, which consists of an ECU remap, replacement air filter, new exhaust manifolds and a custom exhaust system. So equipped, this 997 now has 583bhp and up to 620lb ft of torque, the modifications at a cost of

£5250 plus VAT and fitting. Since Steve's second track day, at Le Mans, the car has received more extensive work on the chassis. This has taken the form of Bilstein Dampronic ClubSports at £1985 plus VAT and fitting, which includes new drop links, adjustable lower control arms front and rear – to allow much more negative camber – and a solid rear toe steer kit. The component changes give this Turbo the sort of set up possibilities normally reserved for the GT3 models, and therefore Parr have been able to dial in their Stage 2 geo settings, which is considerably more extreme than those run by the red gen 1 car here. The 'S' model ceramic brake discs have been removed, and while some experiments were carried out (unsuccessfully as it transpired) with replacement carbon discs, the car now runs with steel discs and the O.E. calipers. To maximise their effectiveness, the system also uses Pagid RS29 pads all-round, with upgraded brake fluid and stainless steel brake hoses. A mesh grille kit in the nose

protects the vulnerable radiators from any unwanted track day debris causing havoc.

It's hard to deny the visual appeal of the Turbo S. In this colour, and with the centre-lock alloys, it has a focused appearance that promises ruthless efficiency. Climb in, fire up the DFI engine and the sound is every bit as vocal, but it's a more constant drone, without the multi-layered personality of the previous engine. There's no clutch or gear lever to operate either, obviously, so instead I palm the PDK selector over into manual mode and use the paddles, which seems appropriate in a car of this nature. Still, I can't deny that it must be nice to just leave it in auto when you've spent the day at the track and have to tolerate traffic jams on the way home.

With engine output figures around the 600bhp mark, it's hardly surprising that this Turbo delivers a solid fist to the gut under full acceleration. After the wait and whoosh of the gen 1, it's a much more seamless, and doubtless effective, way to deploy the massive performance of one of these tuned

Below: Fancy carbon fibre air box lifts the engine bay ambience. Power, thanks to Parr/Cargraphic mods, is close to 600bhp. Centre lock motorsport inspired wheels look the part





The 911 in its many guises is many things. The GT3 is the agile track car, whereas the Turbo is more likely to safely understeer thanks to the influence of the four-wheel drive system. Not so this Turbo. The chassis mods have really changed its character and its track ambitions

Turbos. I bet it's nothing like what Steve experienced in his GT-R, but for track day driving I'm sure it's more than enough to demolish the straight bits between the corners where the real fun then begins.

And this Turbo S does deliver plenty of fun – considerably more than the standard car. That much is clear from the very first twitch of

lateral grip is starting to dig persistently into my squiddy sides, I attempt to adjust my line without lifting the throttle: much to my amazement the car responds, actually tightening its line through the corner even when the presumption is that it'll start to scrub wide in forlorn understeer. From then on every corner is an experiment, and this

The braking performance is toweringly effective, too.

As for the ride quality, it's instantly apparent that the setup on this gen 2 car is not as forgiving as that of the gen 1 and its DSC modification. Given its role, it wouldn't be fair to expect that, but as long as it's left in the 'normal' mode then it is entirely useable on the public road.

"I know it's not as focused or as light as a GT3, but I'm very happy with it," says Steve when we chat on the 'phone a few days later. I reckon it'll give a GT3 a run for its money, and you can't get a GT3 for that sort of money..." He has a very good point there, citing how the GT3 RS models owned by friends might just shade him in the corners, but not on the straights.

"It was going to be a stop gap, but I'm so happy with it I think I'll end up keeping it. The 997 RS will be the main one, but I'll still look at the 997 and think about using it: they'll each offer their own enjoyment." Now you just need to add that Viper 997.1 GT3 RS to the mix, Steve, and you'll be sorted... PW

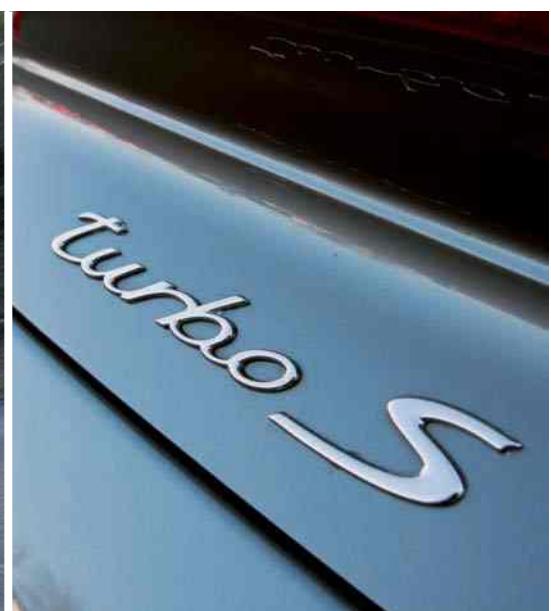
“ I'm about to understand the increased agility the changes have brought ”

the 'wheel, which immediately summons a more natural, precise reaction than the rather numb standard 'S'. On newly fitted Michelin Pilot Sport Cup 2 tyres the level of outright cornering grip is extremely high, but through the long, constant radius curves I'm about to understand the increased agility the changes have brought. Just at the point where the

combination of grip with adjustability is something completely removed from the standard car's recipe. The back section of the Longcross track has rarely felt as fast as it is right now, and it's my nerve and awareness that I could be dragged into the control tower for a ticking off that begins to ease the ultimate speed, not the capabilities of the car.

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FORMULA FRENZY

When Porsche decided to venture into the world of single-seater racing, nobody expected it to be easy. But on the other hand nobody expected the Formula One programme to be beset with so many problems, ranging from a lack of power to a lack of reliability. We take a look at Porsche's rocky passage from a very successful foray into Formula 2, starting in 1957, to the angst-ridden days of Formula One in 1962

Words: Keith Seume **Photos:** Porsche Archiv

For many years there have been rumours of Porsche making a (hopefully) triumphant return to Formula One. The premier race series is the last frontier for Porsche, whose cars have proved successful in most walks of motorsport, from sports car racing at all levels from Le Mans and Daytona down to national and club championships, as well as long-distance rallies, from the snow-covered Monte Carlo to the dusty Paris-Dakar.

There have been forays into IndyCar, as we demonstrated in our August and September 2015 Archives features, but they were troubled times for Porsche. For a company used to winning, the IndyCar programme proved remarkably problematic.

Formula One is glamorous, gaining worldwide media coverage at unprecedented levels – the perfect arena, you might think, for Porsche to increase its brand awareness.

But dreams turned to dust as western

economies took a nosedive, and the talk of Porsche fielding its own F1 team gradually turned to whispers and then to silence. Now was not the time. Instead, as markets picked up, all thoughts turned once more to that old chestnut, Le Mans. A victory there would be something to shout about – and it was an arena about which Porsche knew plenty. The rest, as they say, is history.

But all the media discussion about Porsche fielding an F1 team tended to refer back to the IndyCar effort and the 1983 TAG engine programme run in conjunction with McLaren.

Few pundits ever made mention of the fact that Porsche had already made inroads into Formula One as far back as the early 1960s. Mind you, Porsche probably wasn't too unhappy about that lapse of memory, for it wasn't the most glorious period in the race department's history...

The story really begins with Porsche's first look at single-seater racing, in the Formula 2 class back in 1957. Porsche had

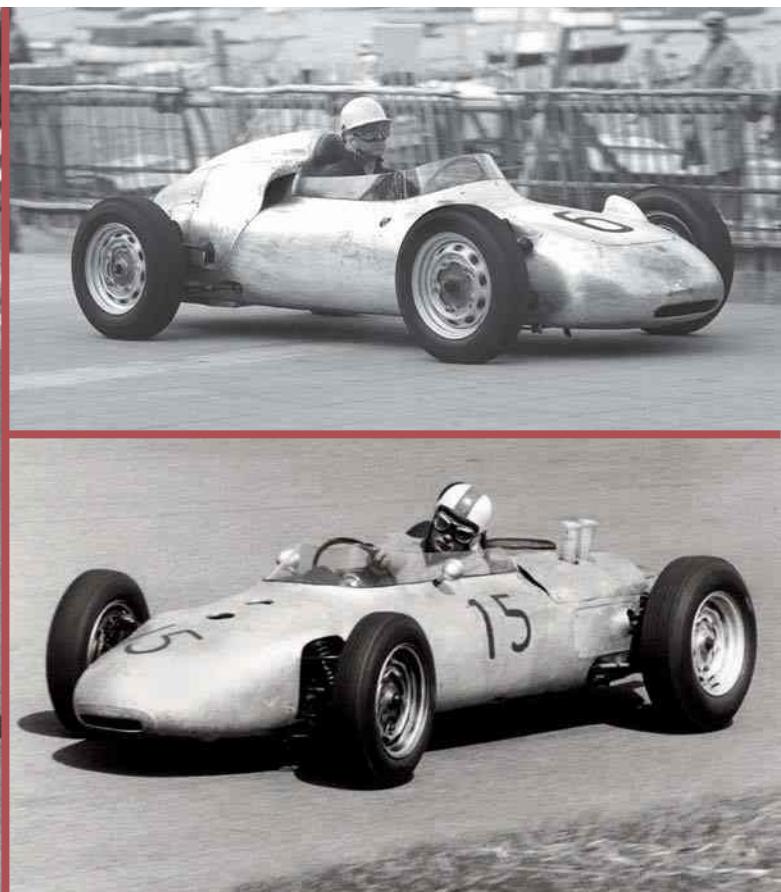
long had a presence in sports car racing but had yet to make inroads into the slightly more esoteric world of single-seat competition at any level.

You can understand why, for Porsche always saw racing as a way to sell their road cars, and it was generally believed that customers would more readily see a link between Porsche sports cars on the track and those for sale in the showroom.

But the challenge of Formula racing was one which held some appeal. As today, while there may not be any obvious links between the world of single-seater racing and the cars sold for road use, there was an undeniable glamour – and an opportunity to explore new technology – which was not lost on Porsche.

Rather than build an entirely new car from scratch, Porsche's engineers opted to take an existing – successful – chassis and turn it into a Formula 2 contender. In this instance, the choice was obvious: the 550 Spyder. In 1957, at the famous Nürburgring

Above: The Type 804 was perhaps one of the most beautiful Formula One cars of all time. The fully-enclosed engine added to the looks



circuit, Porsche put a toe in the F2 water when Edgar Barth was entered in a race driving a lightly-modified Type 550. Basically all that had been done was to strip the sports car of its lights and, well, little more than that.

Barth was quickest in qualifying, taking pole with a lap time of 10m 22s round the legendary circuit. In the race itself, Roy Salvadori, driving a Cooper-Climax, was ahead of Barth until mechanical problems led to his retirement. Barth never looked back and took the chequered flag in Porsche's first ever crack at 'single-seater' competition (even though the winning car was not strictly-speaking a single-seater!).

A year later, in an F2 race supporting the 1958 French Grand Prix at Reims, Jean Behra drove a modified RSK, this time with central driving position but still with its all-

enveloping bodywork largely intact. Despite competing against a field of purpose-built Formula 2 single-seaters, Behra was once again victorious.

These results inspired Porsche to develop a more suitable car for the class, taking into account the lessons learnt from these earlier efforts. Chassis number 718/2-01 was the result, a tubular-chassised single-seater with twin trailing-link front suspension (derived from that used on the 356) and swing-axle rear. It was, frankly, an ugly duckling of a car, bulbous and ungainly, but it worked. After all, at the very least, the four-cam Fuhrmann-designed engine was well-proven in competition.

The new car was completed over the winter of 1958–59, and driven by Wolfgang von Trips in testing at the Nürburgring

where his lap times were some 33 seconds quicker than those achieved by Barth two years earlier. The first scheduled appearance was at the Monte Carlo GP, but von Trips crashed out of the race on the second lap.

A replacement car was built for the Reims F2 event, but in the meantime Jean Behra had taken the decision to build a car of his own, using a Porsche engine in an Italian-built chassis designed by Valerio Colotti. Known as the Behra-Porsche and built around the engine, gearbox and suspension components from the RSK, the car showed promise but its creator couldn't drive at Reims, so the driving seat was offered to Hans Herrmann.

In the race, Herrmann finished second behind Stirling Moss in a Cooper-Climax, ahead of Jo Bonnier in the Porsche 'works'

Above left: Porsche's first look at the world of single-seater racing was with a modified 550 Spyder in 1957 in Formula 2. Edgar Barth chases Fangio's Maserati at the Nürburgring

Top: Wolfgang von Trips at the wheel of the ugly duckling Type 718/2 at Monaco in 1959

Above: Ben Pons in the fuel-injected, flat-fan Type 787, Zandvoort 1962



Far left: Graham Hill at the wheel of a 718/2 F2 car before the start of the Solitude Grand Prix in 1960

Left: The 718/2 alongside the factory race transporter outside Werk 1, Zuffenhausen, in 1960



entry. Moss was clearly impressed with the Porsche's showing and test-drove a revised factory-built F2 car at Goodwood.

Subsequent to that, team owner Rob Walker bought a Porsche for use in the 1960 F2 season.

Everyone – factory engineers and privateer team owner Rob Walker – had high hopes for the Porsche, but its first victory took a while coming, as described by Jürgen Barth in his three-volume history of the marque: 'It took five races for the long-awaited victory to materialise on the British circuit of Aintree. Three times already victory had seemed within reach: in Syracuse, Moss in the Walker Porsche had been leading easily when a valve broke. In Brussels, he won the first heat but spun in the second and had to be content with second place overall.'

'At Goodwood, Moss's Porsche came second, 6.5 seconds behind a Lotus. At Pau, (Olivier) Gendebien drove the car into third place behind Jack Brabham and

Maurice Trintignant, both driving Coopers, but in this event he never looked like he had a chance. For the race at Aintree, the factory had entered two additional cars, all of which finished, Porsches taking first, second and third places. They were driven by Moss, Bonnier and Graham Hill.'

Success followed success and, by the end of the season, Porsche had won the Formula 2 championship on placings, having tied on overall points with rivals Cooper. That effectively marked the end of F2 as we knew it, as new regulations for 1961 saw a reduction in engine size in Formula One from 2.5-litres to just 1.5-litres – the previous maximum allowable engine capacity in F2.

So, more by default than design, Porsche found itself in Formula One, which would require a new car if the effort was to be successful. The four-cam engine, which had been the mainstay of Porsche competition for several years, was nearing the end of its competitive life. That had been

demonstrated by the performance of von Trips' F2 Ferrari at Solitude in 1960 where four factory-entered Porsches were left gasping in its wake.

The decision was taken to develop a new engine, also of 1.5-litres capacity, but this time an eight-cylinder unit, known by the internal code Type 753. The new engine was first run up in December 1960 and eventually proved capable of producing over 180bhp at 9200rpm. Like all Porsche engines of the time, it was both air-cooled and horizontally-opposed in layout.

The new engine required a new chassis, this time with wishbone front suspension and coil-over dampers all round. No more would torsion bars provide the springing on a Porsche single-seater, while the wheelbase was also extended by 200mm to 2300mm. Braking was still by drums all round, even though the opposition had largely embraced the latest more efficient disc brake technology.

Porsche's first forays into the new formula weren't auspicious. Due to a lack of development time, the new Porsche F1 cars made their debut at Brussels in April 1961 powered by the four-cam, four-cylinder engine. Neither finished although it has to be said that the old engine was still reasonably competitive against the more powerful British opposition – but the Ferraris were another matter.

It was hoped that by the Monaco Grand Prix, the new engine would be available, but it was not to be. Once again, the Porsches came to the line with four-cylinder engines, albeit mounted in revised chassis and equipped with state-of-the-art fuel-injection. The new chassis, with revised bodywork to suit, was built with a wheelbase of either 2300mm (in the case of the cars driven by Dan Gurney and Jo Bonnier) or 2260mm (Hans Herrmann).

In the event, Herrmann experienced problems with gear selection, while Jo Bonnier retired when his car developed a surge problem with the fuel system. Only Gurney finished, back in fifth place and

Above left: The new Type 804 (on the left) made the old Type 718/2 look positively ancient with its better aerodynamics and superior suspension

Above: An early test at the 'Ring in 1962 – the Type 804 showed promise, but the lack of outright power was frustrating



Left: Dan Gurney in the 804 at Zandvoort in 1962. This marked the new car's first appearance in competition. Gurney was forced to retire with gearbox problems, while his teammate Jo Bonnier finished seventh, five laps adrift of the winner, Graham Hill

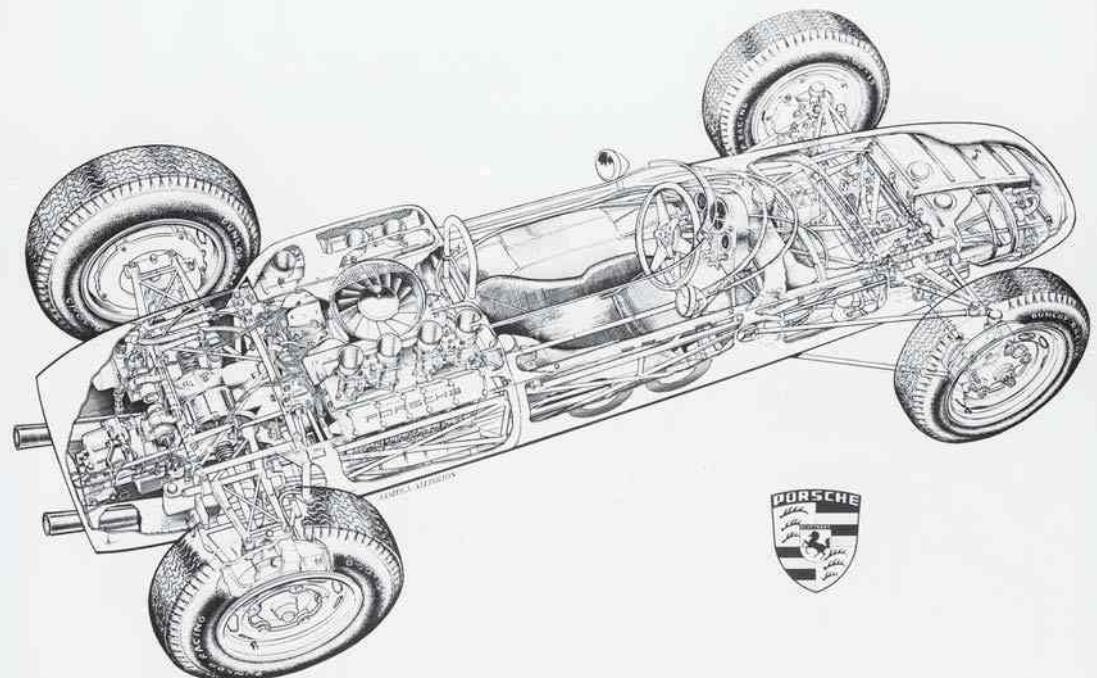


some two laps behind the winning Lotus-Climax of Stirling Moss and three Ferraris. Things were even worse at Zandvoort, where Gurney could only manage a disappointing tenth place.

The remainder of the season was an emotional roller-coaster for the Porsche team. Outright wins eluded them, although Gurney came within a hair's-breadth of winning at Reims, beaten over the line by barely 1/10th of second by – guess what? – a Ferrari.

A pointer towards the future came in the form of Edgar Barth's entry at Solitude, where he drove a new car (the Type 787) fitted with an experimental flat-fan four-cam engine installed in a revised chassis, which was equipped with Porsche's own design disc brakes and sleeker, more aerodynamic bodywork. He finished tenth, 3m 27s down on the winning Lotus driven by Innes Ireland.

All efforts now turned towards the 1962 season and the introduction of an all-new car, the Type 804. Learning from the hard lessons of 1961, Porsche spent the winter developing a fresh chassis fabricated from stainless-steel tubing and clothed in hand-beaten aluminium bodywork. Initially there were two fuel tanks used, one on either



pinion unit, which replaced the worm and peg steering box used in the older cars. At the front, the lower wishbones were extended back towards the driver in an effort to brace the suspension against the

Powering the new car was the Type 753 eight-cylinder engine, which had a cylinder bore of 66mm and a stroke of 54.6mm, resulting in a capacity of 1494cc. The engine ran a compression ratio of 10.0:1 and produced 180bhp at 9200rpm. This engine had been a long time coming, first having hit the test stand at the end of 1960, but external parts suppliers let the side down with long delivery times causing lengthy delays.

There had been high hopes that the engine would produce between 210 and 220bhp, so you can only imagine the disappointment when the first dyno tests netted just 120bhp!

The problem was only partially solved by redesigning the cylinder heads, but the final output of 180bhp was still significantly less than that of the rival Coventry-Climax and the new BRM engines. Even now there are doubts that the Type 753 produced even 180bhp – some insiders believed it was closer to 165bhp...

You can only imagine the disappointment when the first dyno tests only netted 120bhp!

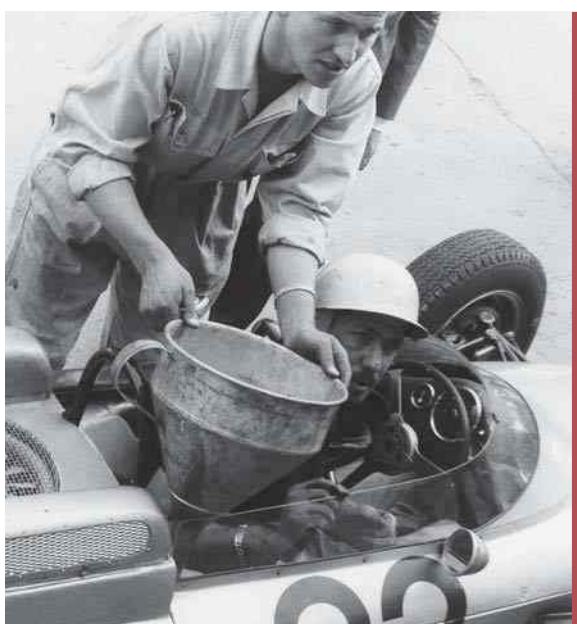
side of the driver but later a third was mounted in the nose, sharing space with a front-mounted oil cooler and dry-sump tank.

The suspension was a departure from previous practice in that unequal-length wishbones were used front and rear, and the coil-over dampers used on the 1961 car were replaced by longitudinal torsion bars. Steering was via a new ZF-built rack and

increased braking loads brought about by the use of the disc brakes.

These brakes were of an annular design, made for Porsche by ATE and featuring the caliper mounted inside the brake disc, the advantage of which was that a larger-diameter disc could be accommodated within the 15-inch wheels, the latter wearing 5.50x15 and 6.50x15 Dunlop Racing tyres.

Above: Ghost drawing of the Type 804 shows the tubular chassis and unequal-length wishbone suspension. Note third fuel tank alongside oil tank mounted in the nose



Far left: Jo Bonnier looks apprehensive as his 804 is refuelled. Understandably so when you consider the fire hazard!

Left: Bonnier prepares to go out in practice at a rain-sodden German Grand Prix at the Nürburgring in 1962



The engine – which was designed by Hans Honick, with the assistance of a young Hans Mezger – was based on a magnesium-alloy crankcase equipped with aluminium cylinders with chrome-plated bores. The forged pistons featured one oil-control ring and two compression rings, these being connected to the crankshaft by con-rods that used plain bearings at each

place of the more sophisticated, but often troublesome, fuel-injection used on some earlier four-cylinder engines.

The transmission – mounted at the very rear of the car – was a six-speed tunnel-case design, designed and built by Porsche and featuring a ZF limited-slip differential, with half-shafts featuring a Hardy-Spicer-style universal-joint at each end.

give the go-ahead – to do otherwise would not only have highlighted the amount of money already spent (wasted?) on this project, but would also have been an admission of failure.

The first appearance of the all-new car was at the 1962 Dutch Grand Prix, held at Zandvoort. Ferry Porsche gave the team strict instructions that if the cars didn't perform well in practice, they should be withdrawn immediately, rather than have the team face humiliation at the hands of rivals in the race itself. To make sure the orders were carried out, he attended the race in person...

The two drivers chosen to spearhead the Porsche effort were Jo Bonnier and Dan Gurney. Bonnier was given 804-01 to drive, this being fitted with the engine running the so-called '73-degree heads', while Gurney drove chassis number 804-02, with the 84-degree heads. Things looked promising in practice, with Gurney recording a lap time of 1m 34.7s – a clear second quicker than the previous year's lap times – but this effort paled into insignificance when compared to John Surtees' time of 1m 32.5s in a Lola-Climax.

In the race itself, Bonnier's car struggled to make any real headway, finishing in 7th place, five laps down on winner Graham Hill in a BRM. Gurney? He retired after 47 of the 80 laps with gear selection problems. It was not an auspicious start to Porsche's new F1 programme.

Ferry Porsche, who had been watching attentively from the pit wall, was understandably less than impressed. In fact, he was simmering inside, and ordered the team to return to Stuttgart and forget about going to the next race at Monaco. Huschke von Hanstein, as team manager and PR guru, did his best to persuade his boss that the team ought to have a presence at Monaco with the result that Ferry Porsche reluctantly agreed to let Gurney drive at the next GP.

As it turned out it was another disaster, although not through any fault of the car or driver. On the very first lap, Gurney's 804 was rear-ended by Richie Ginther's BRM, which had suffered a stuck throttle. The

Above left and right: Dan Gurney was probably the driver most at home with the Type 804. His win at Rouen was not enough to save the programme, though, for Ferry Porsche had tired of the expense

“ He ordered the team to return to Stuttgart and forget about going to the next race at Monaco... ”

end. The forged crank ran in nine main bearings, one of which was of a roller design, the remainder being plain.

Each bank of cylinders had its own pair of overhead camshafts, one inlet, one exhaust, which were rotated by bevel- and shaft-drive from the crankshaft. Each combustion chamber housed just two valves, which in turn relied on double valve springs, while dual distributors were driven from an intermediate shaft. Four dual-choke 38mm Weber carburettors were used in

Attempts at improving the power output centred around changes to the included angle between the valves. Two sets were tried, one with valves set at 73 degrees, the other at 84 degrees. Both were run in competition, with varying results.

Ferry Porsche was said to have been a little 'hesitant' about Porsche's entry into Formula One, the problems that had been encountered during development of the Type 753 engine doing little to reassure him. In the end he had little option but to



Left: Zandvoort 1962 and Dan Gurney proved the 804's potential by qualifying with a lap time a full second better than the previous year's. However, it was still two seconds slower than Surtees' Lola



impact broke the gearbox, and shifted the whole drivetrain forward into the chassis by several inches. On the car's return to Stuttgart, Ferry Porsche issued the order that the team should withdraw from any further events until every problem was ironed out.

All efforts were turned towards making further improvements to both the engine and chassis. In an effort to reduce the frontal area, the twin side-mounted fuel tanks were reduced in size and supplemented by a third tank mounted in the nose of the car. Hans Mezger looked at the engine and managed to improve the torque output to help the car accelerate better out of low-speed corners.

The next round at Spa was sacrificed to allow the team to go testing at the Nürburgring, where Gurney completed the session without any problems at all. Indeed, he managed to reset the lap record, recording a time that was not far short of two seconds quicker than the best time achieved the previous year.

Ferry Porsche was still unenthusiastic about the whole programme but agreed to allow the team to attend the French Grand Prix at Rouen in July.

The switchback circuit at Rouen was a mixture of long fast straights and sweeping bends, with sections of bumpy public roads

threading through forest. It was perfect for the Porsches, despite – or maybe thanks to – their lack of power compared to their major rivals. This was not a course which favoured high-horsepower cars, being better suited to those with agile handling and plenty of torque. As far as Porsche was concerned, it was as near a level playing field as they could hope for.

But in practice and qualifying, things didn't look so promising, and von Hanstein must have dreaded making the call to Ferry to report the news.

Gurney could only manage a third-row grid position, while Bonnier struggled along to end up on the row behind. Jim Clark's Lotus headed the grid, 1.7 seconds ahead of Gurney and a massive 3.1 seconds better than Bonnier.

In the race Gurney struggled to make any real headway, but then fate played its hand as rivals began dropping like flies.

First to go on lap one was Innes Ireland's Lotus-Climax with a puncture. Five laps later, Siffert's Lotus-BRM lost its clutch. Brabham's Lotus broke its suspension, Gregory's Lotus overheated, Salvadori's Lola lost oil pressure, Lewis's Cooper crashed and the suspension on pole-sitter Clark's Lotus failed. Sadly, Jo Bonnier's Porsche suffered fuel problems, retiring after 43 laps.

Gurney found himself in the lead with Tony Maggs in second place, a lap down, in a Cooper-Climax. With every finger crossed, the Porsche mechanics willed the Type 804 on to victory, while von Hanstein set about mentally writing his next press release telling of Porsche's first Grand Prix victory. After 54 laps, and two hours, seven minutes and five seconds, Gurney crossed the line to take the win.

It was a sacred moment in Porsche race history, but the whole Type 804 project had not been a success when compared to the amount of effort (and money) which had been spent.

At the end of the season, the programme was wound up. There had been component supply problems, which had slowed development. Resources had been overstretched (trying to compete in both GP and sportscar racing at the same time proved almost impossible) and there was a lack of spare cash, thanks to the recent acquisition of the Reutter carrosserie. All these factors spelled the inevitable end of Porsche's first foray into Formula One.

It would be another 22 years before Porsche's engineers experienced the sweet taste of success in this, the premier league of motorsport, when the all-conquering TAG V6-powered McLarens burst onto the scene. Twenty-two very long years... PW

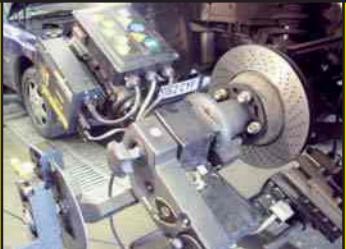
Above left: Testing at the Nürburgring in 1962. Dunlop Racing tyres were used as no domestic supplier could deliver the goods on time...

Above: Jo Bonnier driving the 804 at the Ollon-Villars hillclimb in 1962

Below left: Stripped during restoration, the Type 804 in which Gurney won the French Grand Prix awaits its place in the Museum

Below: Type 753 engine was a disappointment, being well down on power compared to rivals. It was a technologically interesting design, all the same



			
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TECH SECTION

PRACTICAL PORSCHE

Welcome to the grubby end of the magazine, where the glossy features give way to the oily bits. Too often ignored, this is the beating heart of Porschedom, where we strip, mend and modify our machines and yours

HOW TO: 100

This month we look at how to sort the well known 'Cayenne clunk' caused by poor shifting, which can be traced back to wear in the Tiptronic gearbox's valve body.



SPECIALIST: 106

Dropping in on Auto Umbau in Bedfordshire and a veritable cornucopia of parts, services – both mechanical and bodywork – and cars. Very much our sort of outfit.

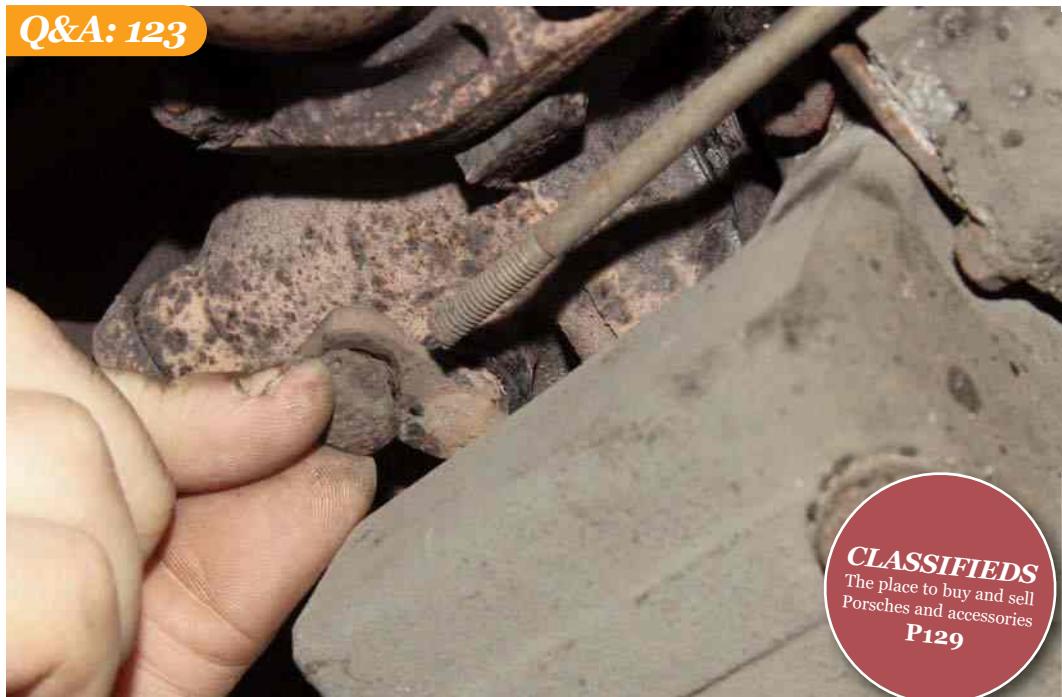


OUR CARS: 112

More adventures from the 911&PW fleet. Brett's Boxster gets a well deserved service. Antony Fraser introduces the Fraser family 911SC and its dodgy electrics and Jeremy Laird decides not to renew his Cayman's warranty so he can start tweaking it!



Q&A: 123



You ask, we answer; well, our tech guru, Chris Horton does, together with his crack squad of Porsche experts. This month it's 944 ignition firing order, hydraulic clutch issues, Boxster hot starting and 997 rattles.

MARKET WATCH: 134

What to look for when buying a 996 Turbo, plus dealer talk with Paul Stephens and a look at what's going on in the used Porsche market and the over-inflated prices for Cayman GT4s and 991 GT3 RSs.



TRIED & TESTED: 139

Getting out there and kicking the tyres! This month we check out a tidy 914 at Gmund Cars and an ultra-rare 924 Carrera GTS at Specialist Cars of Malton.



DETAILING: 127

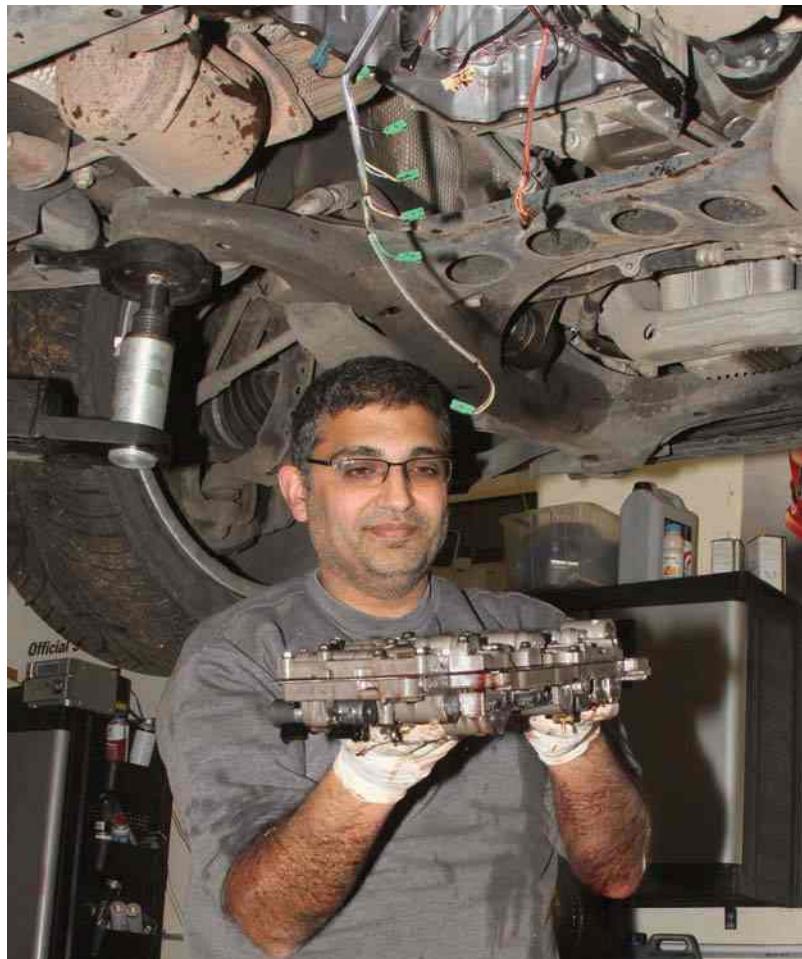
Tired, faded and generally dried out black plastic and rubber trim can really let your Porsche down. Here's how to revive it professionally with a 911SC.



QUICK GUIDE
HOW TO P100
Q&A P123
SPECIALIST P106
OUR CARS P112
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CLUNK-CLICK EVERY TRIP?

The now well-known 'Cayenne clunk' has an equally well-known cause, but fixing it may be something you choose to pay someone else to do – or perhaps the fault is just something you will learn to live with for as long as possible. Either way, we hope, what follows should help you make some important and valuable decisions. Story and photography by Chris Horton



IF YOU DRAIN IT, THEN YOU NEED TO BE ABLE TO REFILL IT, TOO

If you plan to drain your Porsche Cayenne's transmission, whether to do the work shown here, or simply to replace the fluid as part of your routine maintenance schedule, then you need to be able to refill it afterwards. (Porsche suggests every 150,000 miles, but it could do no harm to make it more like a third of that distance.) And since the filler orifice, like the drain plug, is on the underside of the sump – and obviously you cannot invert the vehicle – that no less obviously requires a bit of thought.

The first step is to make sure that you can actually undo the filler plug (it may be very tight) so, before you even attempt to remove the pan, loosen the plug with the required 17mm hexagonal key in a socket wrench, and possibly using a breaker bar for extra leverage. Gently nip it back up again to prevent any leaks while you proceed with the rest of the job. Dispose of the old transmission fluid in the same safe way that you would get rid of used engine oil.

How you later fill the gearbox depends to some extent on how you buy the automatic transmission fluid, or ATF. (And that MUST be the genuine Porsche stuff, to the JWS 3309 standard, or the equivalent from a big-name after-market supplier.) The best option, since you will need around 10 litres of it, is to buy in bulk (rather than a number of one-litre plastic

bottles) and use a piston-style pump like the one shown at the bottom of page 103. Fill the pump's cylinder, and insert the nozzle into the hole in the pan. Inject ATF until it reaches the top of the tube inside the pan, and then begins to run back out again. Allow any surplus to drain away – but don't refit the filler plug.

Now comes both the clever and/or slightly daunting part. With all of the wheels free to turn (with the car on either a wheel-free lift or four axle-stands, in other words), start the engine and, with the shift lever still in Park, allow it to run until the ATF temperature reaches 40 degrees Celsius. Periodically shift through the gears, allowing the wheels to rotate in both Drive and Reverse; this will ensure that the ATF is pumped throughout the transmission, and not least the torque converter.

The professional way to measure the fluid temperature is with a system tester hooked up to the OBD port, but allow about 15–20 minutes from cold and it should be close enough to warrant the slight inconvenience of catching a sample of ATF in a container (keep the engine running), and dipping an ordinary medical thermometer into it. (Human body temperature is normally around 37–38 degrees Celsius.)

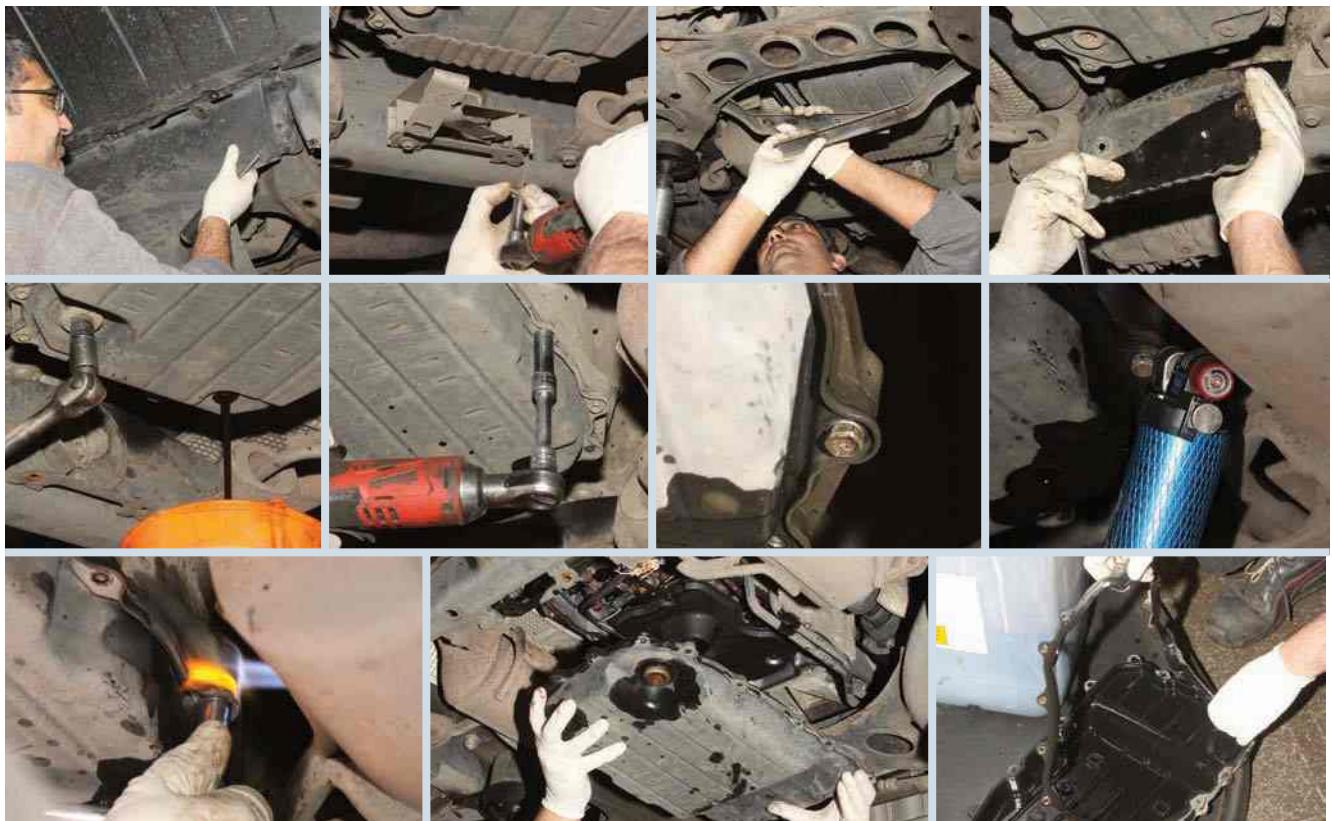
Assuming the fluid in the transmission is at the correct temperature, all you have to do now

This job, like a number of others that we have illustrated in this long-running *911 & Porsche World* series ('est 2009...'), is definitely one of those 'should you, shouldn't you?' tasks. In theory, if you have the time and the inclination – and the aptitude and the facilities – safely to access the underside of your Cayenne Tiptronic, in order to drain its transmission fluid, and then to remove the gearbox's sump pan, it is the proverbial piece of cake. Well, almost. In practice, however, it presents possibly two hurdles. One: you will need to be able correctly to refill the transmission with the special lubricant upon which depends its reliable operation. Two: such is the design of the Japanese-made Aisin gearbox, it is possible that one or more of the M6 screws securing the pressed-steel sump pan to the light-alloy body of the unit will require 'persuasion' in order to remove them. The application of penetrating oil and heat, for a start – which brings its own potential hazards – and if they snap you might even have to drill out their remains.

But knowledge is power, and even if this story serves only to help you decide to pass on the task to a professional it will have achieved a worthwhile result. (It might even help you learn to live with the driving characteristic – 'problem' is arguably too strong a term – that on this occasion prompted the work in the first place.) And if you do decide to have a go yourself, then you will benefit, we hope, from the real-world experience of the professional who did the job for us (Sid Malik at Porsche-Torque in Uxbridge, Middlesex, and to whom, as usual, our sincere thanks; more information about this enthusiastic and helpful independent specialist at www.porsche-torque.co.uk.) Forewarned is forearmed, and all that.

One of the significant but easily overlooked costs involved in the repair shown here – or even in changing the transmission's fluid and filter – is that of the ATF itself. A one-litre bottle from Porsche – part number 958 300 901 00 – costs £32.91 including VAT, and since you will need at least 10 litres, that's a total of around £330 for this alone. Many independents use an equivalent after-market product, but even those represent a fair investment. Ten one-litre packs of the appropriate Millers product, for instance, will set you back around £90 including VAT – that's from our local Millers Oils agent, Raceparts in Wallingford, Oxfordshire; tel: 01491 822000. Whatever you use, though, make sure it is to the required Porsche standard

Remove undertray(s) and brackets for access to the sump. Filler plug requires a 17mm hex key – it's a good idea to make sure you can undo it before unscrewing the drain plug; it may be very tight. Catch old fluid in a suitable container for safe disposal – but be warned that there is quite a lot of it, and seemingly still more will dribble out at virtually every stage of what can be a thoroughly messy job. Sump pan is secured by 16 M6 screws with ordinary hexagonal heads. One of this car's was jammed, probably because each threaded hole is open to the elements at its upper end, and even the heat from a small blowlamp and then an oxy-acetylene torch failed to ease it out. Hold sump level as you lower it – there will be more fluid inside – and lift off the old gasket



HOW NOT TO BE BEATEN BY A SIMPLE M6 SCREW

Sadly, I am well accustomed to standing beneath some ageing Porsche, watching a technician struggling to undo a seized nut or bolt – and I have in various ways dealt with a number myself, most recently a broken water-pump screw in my 944. But to encounter the same problem in a Japanese-designed and built assembly was, frankly, rather disappointing.

Fortunately it was just one of the hex-head M6 screws securing the sump to the body of the transmission that here gave us such trouble – and one that, at the left-hand rear corner of the pan, was at least reasonably accessible. It would have been a different matter had it been one of the fixings at the front, with no easy way of getting a drill on it at the required angle.

Essentially the screw started turning as normal, under the influence of a socket spanner, but almost immediately tightened up again – most likely because of the dirt and/or corrosion that had infiltrated the necessarily small threaded hole from its open upper end.

Sump screw had snapped, leaving a short stub standing proud of the casing, but further attempts to remove that with a self-grip wrench broke it again, albeit leaving

a conveniently flat surface. Sid Malik was thus able accurately to dot-punch and then drill it perfectly centrally, with progressively larger bits. Last drill had a left-hand thread – which can itself sometimes grip and help unscrew the remaining 'skin' of metal inside the hole – and then it was time for a screw extractor.

Author Horton has never had much success with these, but for Sid it worked perfectly, unscrewing the threaded portion of the old fixing, and leaving the hole itself undamaged. Even so,

Sid carefully ran an M6 tap into it a couple of times to make sure that it was perfectly 'clean'.

A damaged thread would have had to be reclaimed using a Würth Time-Sert – a special insert

Penetrating oil had no effect – the loud squeaking sound made it obvious, even from behind the camera, that the screw was soon on the verge of snapping – and neither did heat: first from a small gas blowlamp, later from an oxy-acetylene torch. And you can't go too mad with that, anyway, for fear of burning and/or melting all manner of other components, either adjacent to or even inside the transmission – and not least the casing itself, of course.

Eventually the screw simply broke, allowing the sump pan to be removed. But how to extract its remains? Luckily, another attempt to undo the stub, with a self-grip wrench and yet more heat, served merely to break that off, as well, but this time flush with the surrounding surface, and conveniently leaving a largely flat end.

Crucially, this allowed Sid Malik accurately to dot-punch the screw perfectly centrally, and then to use progressively bigger drills (the largest with a left-hand thread, which itself can sometimes grip and unscrew the broken fixing)

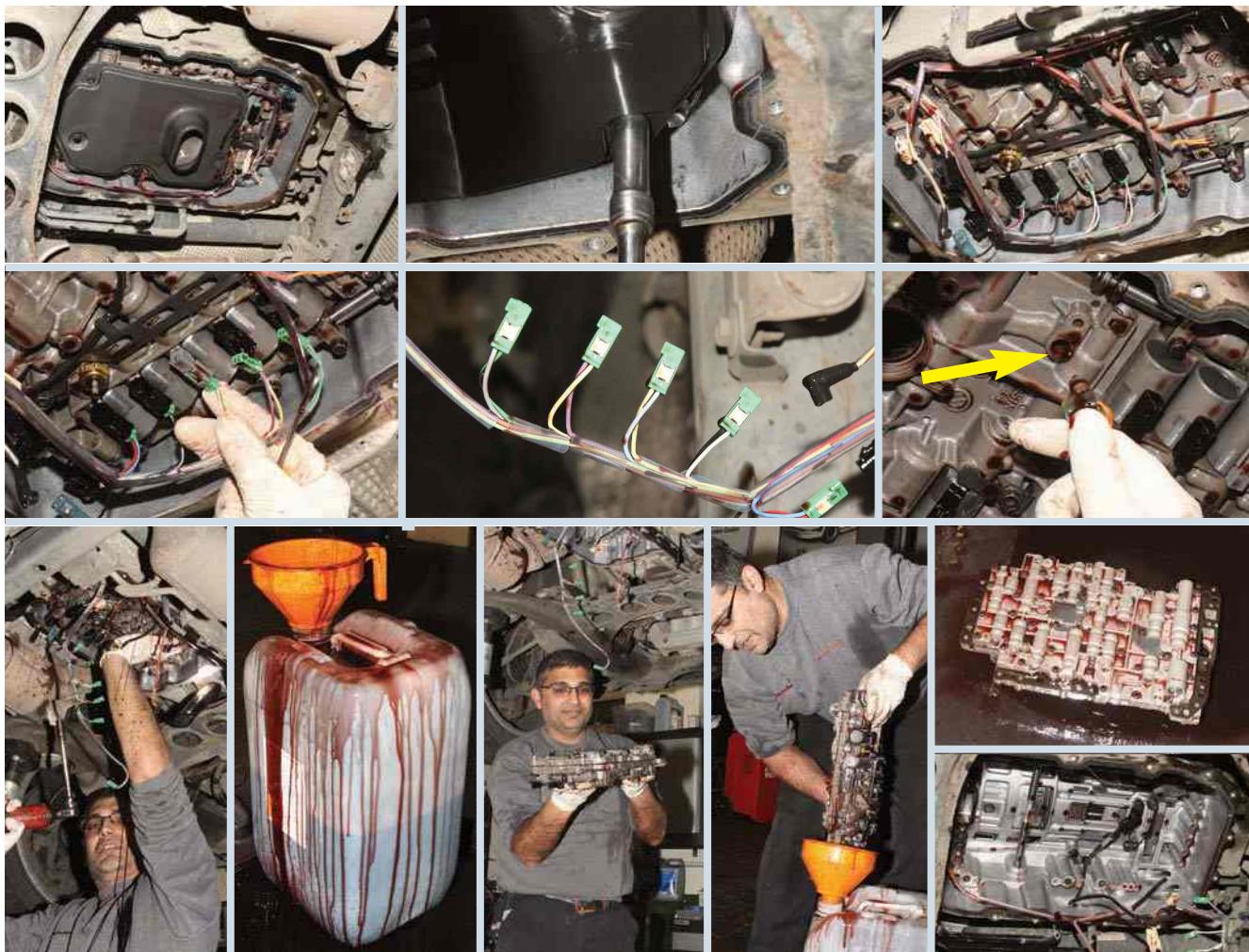
to bore out the centre until only a wafer-thin outer 'skin' remained.

This allowed the insertion of the appropriate screw extractor – essentially a still larger version of that left-hand drill, but with both a much coarser thread and a pronounced taper – and (surprisingly, because these devices have rarely, if ever, worked for me) the almost immediate and certainly easy removal of the remaining slug of metal. Result.

It was then a simple matter to clean out the threads in the casing with an M6 tap, and no less crucially to clean away any metallic swarf – and it was for that reason that Sid tackled this part of the job *before* unscrewing the old valve body that would here be discarded. Naturally all 16 hex-head screws – including the one new one – were later fitted with a dab of copper-based grease on them. 'Who knows?' suggested Sid pragmatically. 'Someone might need to get inside this gearbox again at some point in the future. And it might just be me!'



TECH: HOW TO



With the broken screw dealt with, Sid turned his attention back to why we were here in the first place. (The drilling created only a small quantity of swarf, which was easily contained and/or cleaned away, but obviously it's best to do any such work before fitting the new valve body, or even removing the old one). Filter is secured by three M6 screws; removing it exposes the valve body and its wiring. Disconnect all cables, including this sensor (left), secured by another screw. It's not really necessary to mark plugs etc; it should later be pretty obvious where they go, but a photo might help. Undo further M6 screws securing valve body inside transmission, and carefully lower it, again catching the additional ATF that dribbles out – or just let it run down your arms... (We said it was a messy job.) This valve body was destined for the scrap bin, but in theory these units can often be reclaimed – see the text panel on the opposite page

Besides, after those initial difficulties – and the seized-screw issue may be avoidable if you previously soak them all with penetrating oil – the work is relatively straightforward. It does take a degree of what you might call bravery to start disconnecting the dozen or so electrical plugs you will see tucked away inside the transmission, before undoing yet more M6 screws, and pulling out what amounts to a

fairly large part of the unit's 'operating system', but proceed carefully and methodically (cleanliness is vital, of course) and it should be within the scope of anyone able to wire a 13-amp mains plug.

And needless to say the satisfaction that comes from a job such as this, well done and accomplished successfully, is immense. Get yourself organised, with the right parts and tools, and it should occupy no more

than a morning session out in the garage, allowing you to take a test-run to the pub – these days for an orange juice, naturally – and casually to tell your mates there what you have been up to, while they have been babbling to each other on Facebook. Whether they will be as interested in your handiwork as you have every right to be is another matter, but if they are Porsche enthusiasts they certainly ought to be. **PW**

New valve body, already partially filled with ATF, and packed in a sealed plastic bag, looks worryingly like some human organ when you take it out of the box. It's as delicate as one, too, so take care not to let it slip through your fingers and fall to the floor. External design appears to be slightly different, so one hopes it has been modified internally, as well, for improved reliability in future. It's handy – and safer – to have an assistant hold it in position while you fit and tighten the securing screws. Make sure none of the wires is trapped above the valve body, and also that the shift lever engages correctly with the slot on the control rod (middle photo, left). If not, you will have no gears when the unit is sealed and filled. Tighten (brand-new) M6 securing screws to 8Nm, plus a further 90 degrees



This was never going to be an inexpensive repair. Parts and consumables (ie ATF) added up to around £1500 including VAT, and four hours' labour – at Porsche.

Torque's £84 per hour including VAT – came to £336. (That included the time to deal with the broken sump screw.) Call it roughly £1800, then... That is a high

percentage of the value of even quite a late Cayenne, hence many owners choose either to live with the famous 'clunk', or to move the vehicle on to someone who

thinks they are getting a bargain with only a minor fault.

Buyer beware! With all wires connected – double-check to avoid having to take sump off again – fit new filter, with a new 'O'-ring on its connection to the valve body. Tighten fixing screws to 10Nm. Fit new gasket to lip on the now cleaned sump pan; note magnets (arrowed) to help trap ferrous particles.

Filling requires running engine, and measurement of ATF temperature, either with a system tester, or perhaps a thermal-imaging camera (bottom right). Middle photo below shows technician Phil Long at Dove House Cars using a piston-style pump to refill a 997's Tiptronic transmission; more on this job in a future how-to story

THE KNOWLEDGE

If you drive a gen 1 Cayenne Tiptronic built up to around 2010, with any of the engines then available (V8 petrol, V6 petrol, or V6 diesel), the chances are that, sooner or later, you will encounter the scenario that prompted the owner of the vehicle shown here to spend a total of around £1800 having it fixed. (The equivalent VW Touareg and Audi Q7, with the same Aisin transmission, can be similarly affected.)

Essentially the car will begin to make, at best, rough automatic downshifts from sixth gear to fourth, and from fifth to third. At worst, they can be surprisingly violent, with an obvious longer-term effect on components such as the drive-shaft joints. (And the main propeller shaft is famously not the most robust of its kind.) You can to some extent drive around the symptoms, and given the cost relative to the likely value of an older model you may choose to learn to live with them, but they can be unsettling and uncomfortable, particularly for passengers.

The problem is caused by wear of the two relevant 'modulator' valves inside the main valve chest, or valve body, itself mounted inside the lower part of the transmission case. Each of these devices is in simple terms a solenoid-controlled piston, moving inside a closely matched bore in the aluminium casting. It is the resulting flow of pressurised ATF (automatic transmission fluid) that physically initiates the

shift from one ratio to the other – and, for understandably technical reasons that needn't really concern us here, the loss of some of that pressure that makes the shifts so rough.

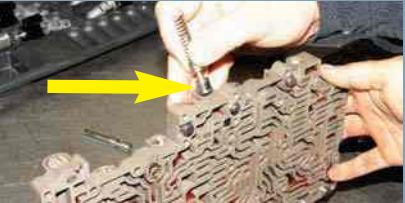
The official Porsche solution is a complete replacement valve body (for this car, a 2005-model Cayenne 'S', part number 955 307 403 01) at roughly £750–£900 (depending on the car's VIN). You will also need the rubber gasket for the sump pan (£48), and it would be good practice to fit a new internal fluid filter and its 'O'-ring (£42 the pair). All of those prices exclude VAT. Additionally, budget for 10 litres of the appropriate ATF (see panel on page 100) at approximately £75–£270 plus VAT. Time-wise, you are looking at around four hours, obviously at whatever rate your independent charges.

There is, however, a potentially somewhat less costly alternative – although the work involved is inevitably much the same. A little over two years ago, 911 & Porsche World reader Roger Douglas e-mailed our Q&A service. His 2004 Cayenne V6 petrol was misbehaving, and naturally he wondered if we could offer any advice.

'The car has been to a Porsche Centre,' he wrote, 'where it was fitted with an updated and reprogrammed gearbox ECU. This has improved the gear change, and eliminated some of the clunk, but it still does it occasionally on the change down from fifth to fourth when the car

has been on the overrun and you use a little bit of accelerator, particularly when also driving up a slight incline. It feels like there is no response from the accelerator, or perhaps a flat-spot, and then suddenly you get the clunk as the transmission changes down a gear.'

We did some research, and soon found Nino Luongo at Bedfordshire Automatic Transmissions in Luton (01582 560224). His solution is to machine the worn bores and fit oversize pistons (see photo below). The process requires the valve body to be stripped, rebuilt and then recalibrated (all done in-house), but at £450 plus VAT exchange it is rather more affordable than the Porsche route. A while-you-wait fitting service is available, too – the work takes about two hours – and the total cost of that is £850 plus VAT, again on an exchange basis. More details at www.automaticgearbox.biz, or www.valvebodytech.co.uk.



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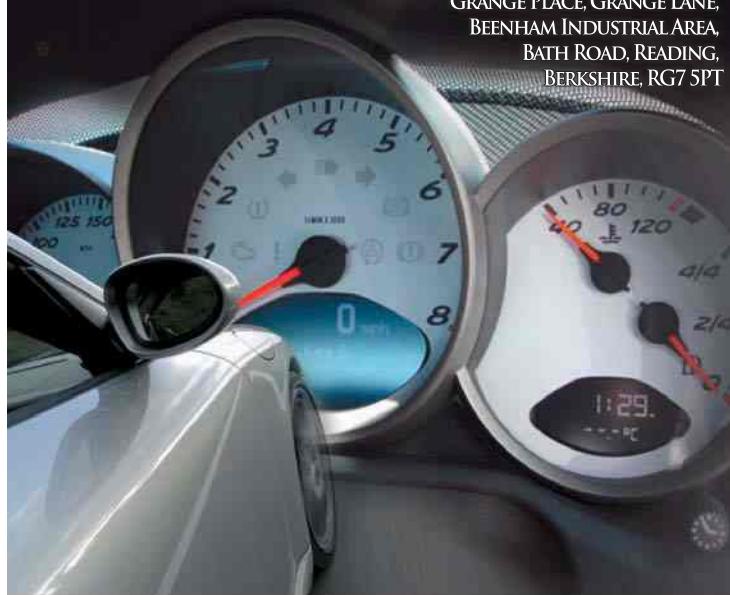
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AUTO UMBAU

A relatively new outfit on the block, but one run by Porsche enthusiasts, with a collection of Porsches and spares. Roughly translated, Auto Umbau means 'car conversion', and they're our sort of specialist

Words and Photography: Brett Fraser



It's not always the case, but a good many Porsche specialists are buried away on sprawling industrial estates on the edges of Britain's large towns and cities. But not Auto Umbau. It is on an industrial estate, but it's a comparatively small one. And you approach it not via myriad roundabouts and short stretches of dual carriageway, but through the lush parkland of a country estate in the quaint Bedfordshire village of Silsoe. In fact, the gateway into Wrest Park is imposing enough to have you wondering if you're trespassing, and it's only the presence of numerous delivery vans that convinces you that your satnav isn't playing tricks.

I'm hoping that Auto Umbau's founder and owner, Robin McKenzie, will forgive me for saying that the somewhat modest frontage of his business rather undersells what takes place within. The same is true of

the reception area. But when he gives you the guided tour and you see both the quality of Auto Umbau's workmanship and the quality of the Porsches that customers are happy to leave there, then you begin to realise why the company is so well respected, despite its relative youth.

Robin set up Auto Umbau in August 2009, following many years working for General Motors at the Millbrook Proving Ground in Bedfordshire. Although Millbrook is probably best known for its vast acreage of test tracks – including its famous two-mile-round banked bowl – that are much used by motoring magazines and movie companies as well as car manufacturers, the facility also undertakes engineering projects and small-scale manufacturing. As production engineer Robin was responsible for a number of these projects, the most significant of which was Vauxhall's dual-fuel (LPG) programme, widely regarded as

being the most thorough and best engineered in the business. He was also in charge of Vauxhall's police vehicle division, which not only developed the conversions but also built them.

As a sideline, however, Robin was servicing and restoring Porsches. 'As a young lad I used to see 928s flash past on the motorway when I was in the back of our family car; my passion for Porsches started there,' he recalls. 'I bought my first Porsche, a 1977 2.7, in 1995 – I wanted a really nice sports car and my shortlist included Lotus, Ferrari and Porsche. For the money I had the 911 would have had to have been an older car: a mechanic friend persuaded me that the Porsche would be the best buy of the three, as it was far more reliable and just as much fun to drive.'

'As it turned out, however, the car actually did require quite a lot of work. That wasn't daunting because prior to the 911 I'd

Our sort of fantasy Porsche workshop. Not too space age and a great mix of real world Porsches, although Auto Umbau will happily work on the mundane to the ultra-rare and exotic

Left to right: 964 engine waiting to be installed. Head man, Robin McKenzie, Porsche enthusiast and hoarder of parts! New door skin being fitted. Auto Umbau are very particular about the repair panels that they use, and the type of steel. They also have their own galvanising equipment for repairs



worked extensively on VW Beetles and a Scirocco. After the Porsche was finished I sold it to a Porsche specialist, and it was then bought by an insurance company to be given away as a competition prize: it even appeared on a magazine cover. I was fairly pleased with the way the car turned out, and yet it wasn't a perfect restoration – I made a mistake with the company I'd chosen to do the welding, and after that I resolved to do all my own welding in the future. But I never should have gotten rid of that car...

'From the mid 1990s I developed an obsession with 911s and bought several to do up and sell on. A few of my friends liked what they saw and gave me their Porsches for restoration. At about the same time I thought it would be a good idea to start buying up secondhand spare parts, too, especially for 3.0-litre Carreras and SCs.

I didn't have a mortgage at the time so had the cash to invest: I'd think nothing of turning up at the Husborne Crawley autojumble with a thousand quid in my back pocket and leaving with several car-loads of bits. As it now turns out, that was a pretty shrewd move.

carry out used car inspections around the country on behalf of Peter Morgan, but I had to knock that on the head when my daughter came along in 2007.'

By then Robin had also knocked his career at General Motors on the head, having tired of corporate politics and the

“ I'd think nothing of turning up at Husborne Crawley with £1000 ”

'Following on from the 911s I turned my attention to some of the front-engined Porsches, 924s, 944s and 928s, and went through the pain of resurrecting them! By the time things started calming down a little I had enough knowledge of Porsches to

savage belt-tightening going on at GM in the wake of the economic downturn. What he took with him, though, was a wealth of in-depth knowledge about emergency services vehicle conversions, which he used to set up Auto Umbau. That somewhat



We love poking around workshops. Robin is currently stockpiling early 928s, reckoning they will be the next big thing. A shrewd move, we reckon



Early 911 Targa and Coupe. Once they may have been beyond saving, but these days, they are very much worth the time and effort

unusual name stems from the fact that Robin is half-German – the 'Auto' part of it obviously translates as 'car', while the 'Um' is German for 'to change', and the 'bau' stands for 'to build'. Or as Robin more succinctly puts it, the name translates as 'car conversion'.

there was no time left for Porsche fettling. But when the full blast of 'austerity' hit local authorities and the number of police car commissions declined, a friend of Robin's suggested that he went back to doing the sort of work that really inspired him – Porsches.

think that this is what sets Auto Umbau apart from some of the other specialists – we're real enthusiasts and own and run our own Porsches, we don't simply run a business where the cars are almost an adjunct to making money.'

Robin's other great passion – and what has helped build up the reputation of Auto Umbau as a Porsche restorer of class within a comparatively short space of time – is engineering. He rebuilt his first engine when he was just 12, graduated a four-year degree course in manufacturing systems engineering, and whilst at college undertook a six-month work placement with Mercedes-Benz in Germany, where he passed the German equivalent of a chartered engineer's qualification.

'There's only one way to do a job,' Robin insists, 'and that's properly. Where possible we use the same number of spot welds, the same distance apart, as the original

“ Robin has accumulated a collection of his own cars – a 924, 944, 993 C2... ”

For four or five years Robin was so busy converting Hyundais into police cars and producing unmarked vehicles for the likes of the royal family – not to mention creating cars for movies such as Fast & Furious 6, Kingsman: The Secret Service, and the latest Bond blockbuster, Spectre – that

And Porsches truly are his passion. Quite apart from running a business dedicated to their restoration and maintenance, Robin has accumulated a fair collection of his own cars – a 924, 944 Celebration, 928S, 911 SC, 930 Turbo, 993 Carrera 2 and a 997 Carrera 2S. 'I like to



An eclectic mix, you might say. While Auto Umbau set out to work primarily on impact bumper cars, the brief has changed to include all air and water-cooled Porsches

Rare spares and accessories a speciality and especially useful for returning cars to original spec. Original Blaupunkt and Becker stereos are much sought after these days. Below: Robin McKenzie (far right) and his team



Porsche spec when fitting new panels. And if a panel was formed when it left the factory, then we replace it with a formed panel and not just a flat sheet of metal; that panel was formed for a reason which quite possibly was to do with safety.

'We also use ferritic stainless steel – bought from Thyssen Krupp, who used to supply Porsche – for all our repairs. Not only does it have 50% higher yield strength than mild steel, its high chromium content is rust-resistant but you can still weld it. It is harder to work with, however, and more costly, but it does mean you only have to do the job once. And as a further boost to longevity, we have our own galvanising equipment that we use on our repairs.'

Auto Umbau applies a similarly thorough approach to electrics, through knowledge gained in police car conversions and having to understand and integrate with complex modern electrical systems. 'We never solder any of our joins,' reveals Robin, 'we use original specification connectors for greater reliability.'

While body preparation is done in-house, Auto Umbau contracts out paintwork to a local bodyshop. 'They have to be exceptionally good because my standards are extremely high,' Robin says seriously. 'Recently I sent a car back because I didn't think the paintwork was good enough – it wasn't a popular decision at the paintshop, but they respected my reasons and we still

they're more readily available than Europe) and diagnostic equipment. And Auto Umbau deals in rare secondhand spare parts as well. 'For instance, the thick-rimmed steering wheel for a 911 2.7 Carrera isn't a commonplace item, yet we have several,' beams Robin. 'And with a growing trend for returning interiors to original specification, we're doing a good trade in period – and

“ The waiting list for an Auto Umbau restoration is about a year and a half ”

work closely together.'

Although Auto Umbau first set up its stall as a specialist in impact bumper 911s, it now deals in every type of Porsche. As well as restoration projects, the company services cars, too, and Robin has invested heavily in the relevant workshop manuals (often buying them in from the States where

functioning – Blaupunkt and Becker radios.'

Currently the waiting list for an Auto Umbau restoration is about a year and a half. Robin is sanguine about the fact. 'Our waiting list is that long because our customers are prepared to wait. If you want a quick bodge job done, then we're not the right people to come to!' PW



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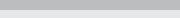
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THE TEAM

STEVE BENNETT

996 C2/944 LUX

I believe that I rashly made some sort of new year's resolution in this very box of words last month, to the effect that I would be getting my Porsches back on the road for 2016. Come on, it's only March!



KEITH SEUME

912/6 'EL CHUCHO'

The oil leak I discovered under El Chuco turned out to be nothing more than a leaking oil drain tube. An hour in the workshop saw the engine as dry as a dry thing once again. What next? Place your bets.



CHRIS HORTON

924S, 944

Some minor surgery needed on the 924S if I am to take it to our sub-£10K 'group test' in a fortnight's time: the right-hand front brake caliper has seized. Good job I have some spares tucked away, then...



PETER SIMPSON

CARRERA 3.4 TARGA

The 3.4 has been up and running again. The decision now is do I take off the suspension I've now fitted and put the torsion bars back on as the coilover system seems a very tight fit? Decisions, decisions!



BRETT FRASER

BOXSTER 3.2S

It's a shocking admission, but I've rather let the servicing schedule on the Boxster slide.

Fortunately Robin McKenzie at Auto Umbau pointed out the error of my ways and shamed me into action.



JOHNNY TIPLER

BOXSTER 986/996 C2

Heading for Germany in February, the 996 was kitted out with Nokian snow tyres, and as I drove to Harwich in a blizzard the fitting was totally vindicated even before I reached the continent.



ANTONY FRASER

996 GT3, SC, TRACTOR

The 996 GT3 is away at RPM Technik in their shiny showroom looking coy and hoping to attract a buyer. Which means the old 911 SC is getting the attention that it deserves. Electrics first.



SERVICING RESUMED

In which our man is shamed into getting his Boxster serviced for the first time in... Well, let's not embarrass him shall we?



Some people shouldn't have nice things. People like me. Because while I've attended to the Boxster's more dramatic maladies, I've unintentionally ignored one of the more basic elements of good car maintenance – regular servicing. Or even irregular servicing. In fact, it's so long since this fundamental of caring automotive stewardship took place that I daren't admit to it.

Not that I've been completely careless. I keep a keen eye on fluid levels and only ever top up the engine oil with a quality fully synthetic lubricant, and a while ago I swapped the standard air-filter for a long-life Pipercross job. Within the last couple of years all the brake pads and discs have been replaced (by Paragon), I've fitted a full set of Michelin Pilot Sport tyres, various standard suspension components have been swapped out for new ones (by Porsche Reading), uprated Eibach anti-roll bars (fitted by Parr) have replaced the originals, and all the coil springs have been usurped (after both fronts broke) by stiffer, lower Eibach items. But in the midst of all this, a straightforward service has gone amiss...

Sub-conscious nagging was never quite loud enough to be turned into affirmative action, but then I ran into Robin McKenzie of Porsche restoration and servicing specialist, Auto Umbau. Auto Umbau is also a Mobil 1 approved stockist and when I asked Robin if it really was worth using the stuff given how costly it is, he left me in no doubt about its virtues. And about changing your engine's lubricant with a degree of frequency. Maybe he spotted my blushes, because he then continued on to the benefits of changing your coolant far more often than most of us give thought to – apparently while the anti-freeze properties of most coolants remain robust for several years, their anti-corrosion component can degrade markedly after a year. When I'm feeling flush, Robin suggested, I should

refill my coolant system with a special Mobil formula – however, a thorough flush of the system takes hours, not minutes, and combined with the cost of the coolant makes for a bill in the region of £250.

Still, Robin did manage to shame me into finally sorting a service for the Boxster. But being a skinflint and in light of how much other major work the car has enjoyed, I decided to buy the consumables myself and have my local mechanic – Dave Lock of Lowgate Garage – do the graft. Given that the 3.2-litre motor likes to have 8.75 litres of lubricant poured into it, I was glad that Halfords had a special offer on Mobil 1, yet even with a tanner off each 5-litre container, I exited the place £80 lighter of pocket. It was then off to the Design 911 website for a 986 servicing kit – pollen filter, air filter, oil filter, sump plug ring, and six spark plugs, plus delivery, for £75.59. Guilt-ridden at the Boxster's neglect, I then returned to Design 911 for three litres of 75W/90 gearbox oil together with a gearbox drain plug and washer, delivered to my door for a further £47.57. If only I'd had the sense to buy both lots of stuff at the same time I would have saved myself the shipping costs – Design 911 delivers for free on orders over £99. Oh well...

Dave was pleasantly surprised at how easy the Boxster is to work on: once you remove the protection plate from beneath the engine then the plugs and oil filter are accessible from underneath the car while it's up on the ramp. And everything that was supposed to come undone did so without resort to lump hammers and bad language.

So, is it now a car transformed? Well, I wouldn't go quite that far... The engine does seem smoother and pulls more sweetly from low revs, and is quicker to warm up, too. Yet there remains a hint of an occasional hesitation in its power delivery – a near-hiccup – that was more pronounced before the service. Maybe a coil-pack is starting to flag up a future revolt. Hope not.

BRETT FRASER

BOXSTER 986 S

Occupation: Freelance writer, *Dep Ed, 911&PW*
Previous Porsches: None

Current Porsche: Boxster 986 S

Mods/options: Eibach springs and anti-roll bars, Pipercross air filter
Contact: brett@brettfraser.co.uk

This month: A much needed service...



The gearbox, too, appears to be quicker to stick some warmth into its lubricant, a blessing because until the oil is up to temperature, the shift from second to third remains almost impossible. I'd thought that changing the oil might have remedied this annoyance, but optimism and old cars don't sit reliably in the same sentence.

In the December 2015 issue of 911&PW we reported on Function First's Shift-Right Solution, a shift mechanism upgrade that maintains the Boxster's normal throw, but improves the shift quality by replacing the standard plastic bushing and pivot connections with precision metal alternatives. Worth further investigation, methinks.

Just before I had the service done, an American (actually he's British but has lived Stateside for 15 years) reader of the magazine dropped me a line with details of his Boxster, also a 986 but a 2.7-litre example. Dave Grange lives in Connecticut and, having picked up his 2001 car for \$11,000, decided that he wanted it modified to be a little quicker and more aggressive. He took it to a local tuning outfit, Butzi Gear (butzigear.com) for a bunch of work that hasn't hacked his Boxster around too much yet has given it a visual and aural edge over the standard car.

I'll let Dave explain what he's had done: 'We've fitted KW coil-over suspension, BBS staggered rims, a flashed and custom-tuned Marksli ECU, added Dansk headers, 200-cell high flow cats, custom 02 harnesses, performance muffler, custom air intake, short shifter, and an RSS crankshaft pulley, along with clear lights, custom steering wheel, custom billeted

shifter and a few other upgrades.

'The car looks more aggressive but not overly modified from the outside: it's tasteful. It's quick, handles incredibly well, sounds like a GT3 and could give other readers inspiration on what can be done with the humble Boxster.'

Essentially Dave's just got on and done what I've been thinking of doing with my own Boxster for the last few years. I've always been convinced that the standard 986, and particularly the 3.2S, has so much more to give; straight from the showroom it sort of brushes against the edges of its dynamic envelope without putting too much pressure on the seams. And with the Boxster being so prolific – in Porsche terms, at least – it would seem the ideal candidate for the 'Outlaw' treatment, as extensively applied to the 356 in the US.

In some ways general wear and tear has meant that I've already started on the process of making my Boxster more 'personalised'. Its beefier Eibach anti-roll bars were in response to the car's original rear anti-roll bar breaking in two. Broken front springs precipitated a swap to a set of lower, stiffer Eibach springs. Yes, it's a bit of a piecemeal approach, but with a few other cars in the Fraser stable vying for financial attention, modification via emergency has been the only viable tack to take.

My mechanic mate, Dave, smiles wryly at this bumbling way of doing things and every time he sees the Boxster checks the wear pattern of the Michelin Pilot Sports. He's not entirely convinced that the lower Eibachs don't require extensive adjustment of the suspension geometry, not even when I tell him that the springs are engineered to be a

clean swap and to work with the standard dampers; the tyres, particularly the rears, to date seem to confirm this contention. I remain impressed with the extra sharpness those springs bring to the handling, but increasingly they are highlighting how tired the standard dampers have become. It's not so much in the ride quality, but through long, sweeping, high speed bends, the body control can be unruly and wallowy. Replacement dampers would sort this out, but I'm not sure if they should be to standard spec or the sportier Bilstein option that Eibach recommends.

While on the subject of the Boxster's lowered suspension, it's meant I need to concentrate on the little things... Driveway angles, the size of sleeping policemen, the breed of road-kill ahead (rabbits OK, hares not so much), all need to be considered to avoid grazing the chin spoiler and occasionally the floorpan. Still, it makes you feel as though you're driving something special, and that really counts in a world where a fast Fiesta covers ground at a pace to panic Porsches.

By the next update on the Boxster I hope to have some sort of resolution to the dampers issue, and maybe even a sportier exhaust note – my mate Alex Prindiville has developed one for my car but it's been sitting in his warehouse for many, many months and he wants it out of the way. And having admired Dave Grange's funky BBS alloys, I'm inspired to chase up the guys at Group 4 Wheels: a while ago they were planning to create a replica Fuchs wheel that would fit the Boxster and I reckon that it would look fabulous – time to check on progress. PW

Above left: Halfords had a good deal on Mobil 1, but nonetheless an appropriate amount of the slippery substance still came to £80. Filters, plugs and Motul gearbox oil came from Design 911

Below left: Dave Lock at Lowgate Garage had the honour of carrying out Boxster service.

Below: Dave Grange's Boxster with tasteful mods including v-saucy BBS wheels, proves to be an inspiration in Boxster aesthetics for Brett

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TECH: PROJECTS

GT3 MAKES WAY FOR 911SC

Yes, that's right. The Fraser GT3 is up for sale and moving into its space is the Fraser family 911SC. It's been waiting for its day in the sun and now it will get the attention that it deserves. The body is scruffy, the electrics are iffy, and as for the 915 'box...



**ANTONY
FRASER**

**996 GT3,
911SC,
JUNIOR
TRACTOR**

Occupation: Freelance photographer
Previous Porsches: 911SC
Current Porsche: 996 GT3, 911SC, Junior tractor
Mods/options: GT3 modified with Cargraphic exhaust and DMS remap. SC is bog standard, as is the, er, tractor
Contact: antonyfraser@mac.com

This month: The GT3 is at RPM Technik for sale, so the time has come for some SC action. A rolling resto starts here

With the GT3 gone off to be sold, attention around these parts has turned towards Mrs Fraser's SC. It's been seen in these pages once or twice, but prepare yourself for rather more exposure down this end of the magazine from now on, because there are, ahem, one or two things that need looking at.

Let's acquaint ourselves with the car. It's a 1981 model, so the full 204 rampant stallions, rather than the puny 186 old dobbies of the earlier cars. Every little counts, as they say. The engine feels largely spot-on after a Northway top-end rebuild a couple of years ago. Structurally, the car's pretty good. It's had kidney bowls and one sill done in recent times, and front wings, too. Indoors, it's more good news.

The seats are black leather, and very tidy. Originally, they would have had Berber cloth inserts, but I don't know whether this is a re-trim, or replacement seats. No matter: they're a plus either way. This era of 911 also sports my all-time favourite steering wheel. The classic chunky three-spoke item is a masterstroke of purposeful brutalism. I love it.

So far so good, but there must be some issues, right? Well, yes, of course there are. It is, after all, a 35-year-old car that, until recent times, has been seen as an interesting second-hand oddity, rather than an investment opportunity.

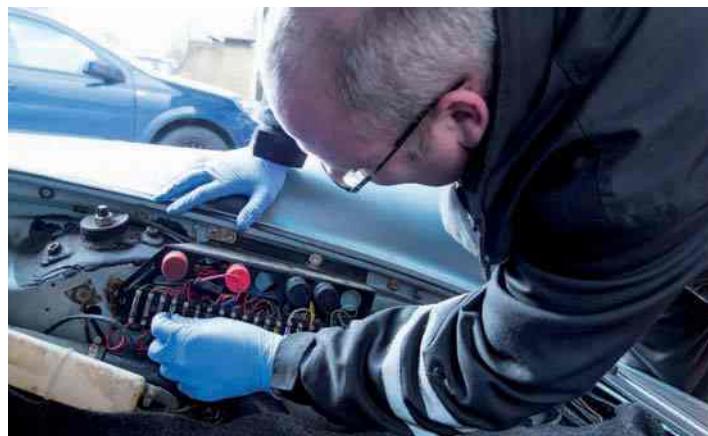
There are the usual little niggles, obviously. Most frustrating of these is an intermittent electrical fault, meaning that it sometimes won't start. Turns over most enthusiastically, but won't even try to fire.

Aimlessly twiddling the fuses sometimes does the trick, sometimes not. Which is annoying. As often as not, if you come back in an hour, it starts in an instant, and looks at you as if it can't understand what all the swearing was about. Grrr...

Having been towed by Mrs Fraser to our local specialist, Autotechnics (at a hundred miles an hour on a six foot length of baler twine), chief mechanic Jim got in and it couldn't wait to roar into life. Double Grrr...

The long and the short of this is that I'm taking the advice of that nice Mr Horton of this very parish, and replacing the fuse board with a super new one from Classic Retrofit, with proper modern blade fuses, indicators for blown fuses, and the potential for uprating your headlamp bulbs! What's not to like? It's also the perfect excuse to tidy up all those odd bits of wire floating

Some days it will start, some days it won't and it's clearly an electrical issue. Long term a new fuse board from Classic Retrofit is on the cards. Short term, Jim at Chichester based Autotechnics got it firing again





around from hundreds of previous alarms, immobilisers, radios etc. I wait with bated breath to see if it's as simple as I hope it will be. Time will tell.

There's also the issue of hunting at idle, which it's just started to do, even when it's warm, and to the extent that it stalls. A good old trawl through the internet has provided me with any number of potential causes and solutions, including an unbelievably tedious (but incredibly informative) official video of how the Bosch K-Jetronic injection system works. It's highly complex and really very clever. If you can stay awake. Simple soul that I am, I'll start with the mixture screw, thanks. And then, obviously, tow it back down to Autotechnics.

It's a side issue really, but the heater doesn't work. However, just for once I know exactly what the problem is, and how to fix it! The rotary heater control between the seats controls a motor, which is connected to the red-ended actuator lever by a threaded rod with a ball and socket on each end. Only it isn't. I haven't looked, but I know from past experience that one of those cheapo plastic sockets will be broken, with the lever constantly on cold. Brrr! It's a simple enough task to fit another, but a bit awkward for those of a thick, stubby-fingered disposition. Currently, the lever gets propped up by my wallet, so still not much heat then...!

Now, I've been holding back on this, but there is one aspect of this car that overshadows all others to the point where they pale into insignificance, certainly in

cost terms. I refer, of course, to that mightiest of all pains in the bum, the 915 gearbox. I know, I know; you're all out there, dribbling on about what a tremendously strong thing it is, what with its race pedigree and all, but the fact remains that the G50 which superseded it is a fabulous creation, and you never seem to find a bad one. Jump into a car with a 915 and you never know what you're going to face. A good one is a perfectly decent way to swap cogs, but a bad one (and let's face it, that means most of them) is an abomination against mankind. No prizes for guessing that this car's is a pugilistic horror. Double-declutch up and down the 'box, and get your revs and timing absolutely spot-on, and it will just fall into gear. But if you're out by the tiniest of margins, you might as well be staring through the floor at a hole where the gearstick used to be, for all the good it'll do you. It doesn't grind and graunch, or do anything theatrical, but it just fights you good and hard, all the way in. Combine that with the stalling issue, and you can imagine what a joy it is in traffic. Jake The Peg might have a chance with it, but the rest of us are left wanting in the number-of-feet department. A rebuild is the answer. How complete that needs to be won't become apparent until it's in bits on a bench somewhere. I'm a little bit hopeful, as it's not noisy in the gears, and the absence of crunching cheers me somewhat. We'll get to it, in the not-too-distant future.

Body-wise, the car's good, rather than brilliant. It's had plenty of partial paint jobs,

which have kept on top of the tin worm, but left a legacy of nearly-but-not-quite colour matches, and traces of overspray on the various bits of rubber. There's an ominous trace of bubbling at the bottom of one of the A-pillars, which is going to need attention in due course. But not yet. Eventually, we'll break open the china pig, and invest in a glass-out, everything-off, full respray, and fix any lingering rust issues while we're at it. The spoilers might have to go, too; the jury's out on that one. I've even considered (whisper it...) a ducktail. No? We shall see...

For now, we want to get the car running as well as it should, because SCs are great cars, and this one is going to end up among the best. My list of faults makes it sound like we don't enjoy it, but actually, on a winding B-road, it's a lovely drive; enough power without being silly, and the handling and brakes are all tickety-boo. Even the dreaded gearbox becomes a challenge, rather than a pain, at a decent speed. It's worth spending the money on it, because it's fundamentally a good car. And one of the interesting and positive side effects of the rise in air-cooled values is that the market expects a corresponding rise in condition. This can't be such a bad thing, surely?

There's just one more tiny fly in the ointment. Since I last had an SC, some twenty five years ago, the seat belts seem to have shrunk. I simply can't get as close to the controls as I would like, and get the belt done up. And this, in a German car. They're not exactly famous for being underfed vegans. I don't understand it. **PW**

The 911SC is still your first rung on the air-cooled ladder. This particular SC has been known to the Frasers and *911&PW* for 12-years now, and was purchased for £7000, which was entry 911 money back then. What price now?

Below: Interior shows the wear and tear of 35 years, but it's generally pretty sound. Three-spoke wheel is a Fraser favourite, unlike the dreaded 915 'box. There are some signs of corrosion on the A-pillars

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A CAYMAN CUT LOOSE

So, Porsche has extended its warranty terms to 15-years. Good news, then, if you're the owner of a 2006 Cayman. Well, yes, but not if you want to start tweaking it. Our man Laird frees himself from the warranty shackles and starts tinkering



JEREMY LAIRD

2006 CAYMAN 3.4 S

Occupation: Freelance writer

Previous

Porsches: One

Current Porsche: Cayman S

Mods/options: Standard

Contact:

jeremy.laird@gmail.com

This month:

Cutting loose from the Porsche official warranty, a snow trip and modding the gear linkage

It's official. The Croc has been set free. No, I haven't sold it. But the warranty has expired. If bad things happen, it's no longer an underwriter in Switzerland that will take the hit.

It's with utter inevitability, therefore, that I can report the blasted thing has immediately begun to disintegrate. I exaggerate. But the exhaust has started blowing. One of the coffin arms is squeaking. And the CV boots have seen better days.

Somehow, however, I'm less stressed by the ownership proposition than ever before. And that's not just because those niggles would likely have been declared wear items and not covered by the warranty. Instead, it's all part of my new anti-Porsche paranoia policy. But I didn't arrive here by quite the

route I had expected. Let me explain.

Until very recently, I didn't have any choice but to let the warranty go. That's because the extended Porsche warranty has a 10-year age limitation. At least it did until Porsche suddenly and somewhat inexplicably lifted that limit to 15 years. I found out a scant two weeks before my warranty was due to go titsup.com. I was immediately on the blower to my PC to book the Croc in for renewal.

After all, my car has already had a new engine under warranty. The last lump let go at 40,000 miles. I've since put 30,000 miles on the new one in short order. So extending the warranty was a no brainer, right? Actually, no. After a couple of days I realised that what I actually wanted to do was break free from both my Porsche paranoia and the official dealer network.

So I cancelled the appointment and let the warranty die a dignified death.

Part of my reasoning was that my engine has not begun to use oil. They don't all implode at 40,000 miles and I'm not expecting mine to go soon. Just as important, I want to get hands-on with the car. I want to work on it myself as and when I can. I want to modify it. All of that clashes with the strict terms of the extended warranty. I'd quite like to not pay through the nose every time a PC even looks at the thing, too. Nearly £300 for an oil change? You have to laugh. Otherwise you'd cry.

Anyway, I'm actually glad Porsche changed its warranty policy. Because it allowed me to make a decision freely rather than be forced into running the car out of warranty. It's my call and I'm comfortable

Snow patrol. Laird's car in Switzerland, happy on 17in wheels and winter tyres following a satisfying continental jaunt





with it, whatever happens. So off I went to the Alps again in January for my annual sliding down hills on slippery sticks escapades. What a drive that was.

It's popular of late to complain about the romance of motoring being dead. But I'm not having it. How can I when it's still possible to get up at 7am, jump in your Porsche, head for the tunnel, blitz the autobahn, generally drive to the conditions and choose your own pace. And then make it to Switzerland in time for supper. One day, we won't be able to do that, not driving ourselves, at any rate. Then the romance will be gone. For now, driving is still a joy, if you ask me. You just have to make the effort.

I've also been able to begin to plan out a schedule of modifications. It'll happen slowly since I want to do it out of cash flow rather than capital, so to speak. But the first mod will be the gear shift. A number of options are available for tightening up the feel and precision of a 987 shift. I'm not automatically in favour of the default short-

shift option. And while so-called 'Cup' cables with metal bushings sound good, they're expensive to fit. A full metal bush set for the standard shift from Function First in the US is also interesting. But it's not cheap and it's complex to fit.

Then lady luck struck. An engineering minded hobbyist on the Boxa.net forum was offering a standard 987 shifter which he had modified himself with metal bearings and bushes to replace the plastic originals. It's exactly the kind of mod I like. Absolutely focussed on function. Zero bullshit. And £100 delivered. It's just arrived as I write these words and it looks to be precisely as advertised. I can't wait to see what it feels like fitted.

After the shifter, the next step will be a 997 GT3 brake master cylinder to fix the horribly mushy pedal that comes as standard with 987s. Then it will be the big job, the suspension. I'd be interested in fitting Ohlins' Road&Track kit. But sadly it's still not available for the 987. The Bilstein PSS9 option remains and that's what I'll go

for if Ohlins haven't pulled their finger out between now and when I, in turn, pull the trigger on a set of coilovers.

Beyond that, some firmer bushes for the suspension and perhaps the powertrain are possibilities. That will probably involve a little experimentation. There's a fine line between removing some of the fuzz and filtering and simply making a car harsh. And then that'll be it. The 295hp Croc has all the power I need. I don't want a shouty exhaust. Or huge wheels. So, the 17s will be staying, though I may switch to 225 section front tyres when the coilovers go on. Right now, the standard Cayman S chassis and the skinny non-S wheels are a perfect match. With more focussed springs and dampers, I suspect the lack of front end bite will be all too obvious.

At a push, I might also want to fit some proper bucket seats one day. But I fancy a solution that looks OEM, not aftermarket. That could be tricky given the stone grey interior. It's all do-able, of course. But at what price? **PW**

A Porsche abroad and now out of warranty, too. Jeremy has decided not to take up Porsche's extended warranty and free himself of the Porsche Centre shackles, so he can carry out modifications and work on his Cayman himself, should he choose



Modified shifter waiting to be fitted. All plastic bushes and bearings have been replaced with precision metal items. Result should be a much more precise, mechanical shift

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Welcome to *911 & Porsche World*'s Q&A pages, edited and assembled by the magazine's technical man and do-it-yourselfer, Chris Horton (above). The format is much as you would expect – you ask, and our experts do their best to offer a practicable, real-world solution – but we also pass on some of the knowledge that we gain during the course of our own work on the magazine and our cars. Either way, we routinely add as much detail as possible – including part numbers and costs, contact and website details, and any relevant illustrations that we can find. Prices quoted are to the best of our knowledge correct – for the UK market – at the time of writing, and generally exclude VAT unless otherwise stated. Naturally we do our very best to ensure that the advice and information given is accurate, but we can accept no responsibility for any effects arising from it.

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MAKING ALL THE RIGHT CONNECTIONS – 1

QFoolishly, I have in the process of replacing my 944's spark-plug leads forgotten which goes where on the distributor cap. I was hoping that the length of the leads might offer some clue, but all four will apparently fit in any of the four positions on the cap, so obviously that is no help. Can you put me right, please?

Kevin Todd

AChris Horton, *911 & Porsche World*: That's a nice, easy one. Connect the lead for cylinder/plug number one to the terminal at what is, broadly speaking, the four o'clock position on the distributor cap. The rotor arm turns clockwise, and the firing order is 1-3-4-2, so from this it follows that the remaining leads must be connected as shown in the accompanying photo.



To replace 944 spark-plug leads correctly, simply attach number one in the roughly four o'clock position, and then the others with due regard to the firing order and clockwise rotation of rotor arm

MAKING ALL THE RIGHT CONNECTIONS – 2

Not really a question warranting an answer, this – or not one from a *911 & Porsche World* reader, anyway. Even so, I sincerely hope it will help anyone in a similar position, either with a left-hand-drive 944, such as my own project car, or indeed any other Porsche in need of some sort of hydraulic line. Or any other classic car, come to that.

The above vehicle, which I am now in the process of slowly but steadily putting back into service, required a complete new hydraulic system for the clutch-release mechanism: master cylinder, slave cylinder, and not least the combined rigid and flexible pipework connecting the two. The accompanying photo should give you a pretty good idea why: the old slave cylinder's piston was seized solid in its bore, and there was no way I was ever going to shift the bleed screw, never mind the hose union – and the hose was in any case quite badly perished.

The cylinders were no problem at all to source – Euro Car Parts had one of them in stock, and obtained the other within just a day or two – but could supply a hose only for a right-hand-drive car, which unsurprisingly is completely different to the one that I was after.

OK, I thought, so I'll just have to grit my teeth and buy the hose direct from Porsche – and it might not even be that expensive, anyway. And it will surely fit. Remarkably, however, even the company's own normally ruthlessly efficient parts-ordering system appears to list neither right- nor left-hand-drive hoses for this application.

That led me to a couple of hydraulic-hose fabricators in Aylesbury, Buckinghamshire, both of whom – no less remarkably, and certainly annoyingly – declined to take up the challenge on some frankly daft health-and-safety pretext. (I know brakes are important, but this was for a clutch, remember. And surely it is no less vital for some giant earth-mover, or whatever, to keep its high-pressure fluids in the specified places, rather than spraying them around like champagne on an F1 podium?)

It was Rob Nugent, one of the technicians at BS Motorsport in Westcott, who came to the rescue. 'We use Atec in Brackley,' he told me. 'They do individual hoses for all sorts of motorsport applications, so I'm sure they would be able to sort out something like that for you.'

And so it proved. A quick trip up the M40 and A43 in Thunderbird 2, aka my Mercedes Vito van, and I was face to face with the company's helpful and reassuringly optimistic Jody Bowman. 'Yes, I think we should be able to do that,'

he suggested. 'We'll probably have to order in the necessary end-fittings – leave us the new slave cylinder if you are able to, so that we can double-check the thread – but it should take no more than a week or two, all told.'

Better still was the price. Atec's original estimate was around £35, but in the end it came in at less than £25 including VAT. (Carriage back to me would have been about another £7, but I often pass that way, and so arranged to collect the hose.) All that remains now is to find a short length of compatible hose to connect the master cylinder to the fluid reservoir, and then bleed the system.

Atec, founded in Germany in the 1980s, and with a subsidiary here in the UK since 1997, is at Unit 3, Top Station Industrial Estate, Brackley, Northamptonshire NN13 7UG; tel: 01280 704525; www.atecautotechnic.co.uk.



LHD 944's clutch-cylinder hose was so corroded that it was impossible to separate from slave cylinder. New slave from Euro Car Parts, custom-made hose from Atec in Brackley

'INHIBITED' BOXSTER HIDES ITS FULL POTENTIAL

QMy 2000 Boxster 'S' has a hot starting issue. From cold it will fire first time, every time, but once the engine has warmed up it won't even turn over on the starter motor. It will eventually restart, hours later, once the engine has cooled down again. I have replaced the starter motor, but it hasn't made any difference. I think something is getting hot somewhere, but cannot pinpoint exactly what. Could it be an alarm fault, perhaps, or for some reason a temporarily reduced battery voltage?

Fred Merieult

APaul Stacey, Northway Porsche: There are a number of things that can cause the engine not to crank, and so to start. The first and most common problem, which has been discussed by Chris before in this Q&A section, is rainwater under the passenger's seat. This can damage the alarm control module, which in turn can prevent the engine from cranking on the starter motor.

It would also be useful to know if the car has a manual or Tiptronic transmission. There is a special inhibitor switch on the Tiptronic gearbox, and this will not allow the engine to start unless the transmission is in either Park or Neutral. The switch is mounted on the side of the gearbox, and costs approximately £183 plus VAT. (Plus fitting, of course, if you cannot do the job yourself.)

There is also a starter-motor relay that sometimes can play up, and burn out its internal contacts. The relay is not expensive, though, and is located in the rear relay board, location number seven. The Porsche part number is 141 951 253 B.

The final point to check is the power lead that runs from the battery to the main 'bus' board (ie the connection on the front bulkhead). The connection can become corroded, and this can cause a high resistance, with an obvious effect on the voltage available. Remove the cable, and clean both its end and the mount on the bus board.

HOLDING BACK THE TIDE

Q

My 996 has developed a water leak into the cabin during all the rain we have had over the last few months, and now the carpet at the bottom of the driver's door card is soaking wet.

I have read that this is a common problem. Have you any experience with this type of leak, and could you please advise how to fix the problem? Your help would be greatly appreciated.

Dave Jones

A

Chris Horton, 911 & Porsche World: A pound to a penny your leak is the result of either a failed (ie torn or otherwise damaged) plastic 'membrane' between the interior door card and the door shell itself, or perhaps the failure

of the adhesive seal between the membrane and the shell, usually somewhere round its lower edges. This is quite a common problem in many cars, not just Porsches. (You might be surprised by just how much water passes down into the door shell past the window's waist seal. This is perfectly normal – and is the reason why there are substantial drain holes at the bottom of the panel.)

To stand any chance of fixing this problem you need to remove the door card and see what's what. That sounds daunting, but it's actually quite straightforward once you know where all the fixings are (see photos below). Be careful, though, not to damage either the card or the shell as you pull one away from the other, preferably by using a special trim tool to ease the plastic clips out of their holes. Personally, I would be inclined simply to buy a new membrane before you even start. They are not hugely expensive – typically about £54 including

VAT per side. If you want to try sticking your car's membrane back into position, use either some sort of thin, double-sided adhesive tape, or perhaps some DIY-style silicone sealant.

I hope the accompanying (necessarily rather small) photos will help, but see also the how-to story in our October 2012 edition. That went on to explain how to fit a new window-lifting mechanism in a 996, and if you have the door apart – and any doubt about that lifter's remaining lifespan – you might want to fit one of those, as well. Perhaps even a new door-handle link, as explained in the August 2013 issue – because when those fail (another increasingly common problem) you might have real difficulties even opening the door.

Let me know if you would like a PDF of either feature – if you don't already have the editions in question – and we'll see what we can do about sending them to you.



Door 'cards', as they are known, can often be quite daunting to remove, but it's usually easy when you know how – and in the 996 and 986 surprisingly so. Trick is to remove covers, handles etc to reveal screws beneath without causing any damage. Start by prising out 'Airbag' badge – there's a single screw behind that. Then the door-handle trim: two screws behind that (middle photo), plus one behind the silver-coloured release lever. Ease off the triangular piece of plastic covering the door mirror's securing screws



There is yet another screw – they should all be Torx-headed jobs, so make sure you have the right keys before you start – inside the door pocket (far left). Gently ease the card away from the door, ideally with a purpose-designed plastic blade, NOT a screwdriver, then disconnect wiring – as shown, plus another plug at lower rear corner of card. Unhook cable for release mechanism, and you're done. Existing membrane may be reusable, if it's just the perimeter seal that has failed, but if in any doubt just buy a new one

996 TURBO'S HIDDEN TALENTS?

Following on from one of last month's items, about 996 Turbos, here's an interesting little nugget of information that could net you a considerable power 'gain'.

Each of the car's two turbochargers is controlled by its own vacuum-actuated servo, and an adjustable-length metal rod. These are mounted low down at the sides of the power unit where – along with so much else in this family of rear- and mid-engined sports cars – one or other of the rods corrodes, and eventually breaks. The break is usually where it meets the ferrule on the turbo's own operating arm, and with the obvious result that the blower itself becomes effectively useless.

Such is the huge power and torque output of these engines, though, even with only one turbo 'working', that most owners are unlikely to notice any reduction in performance as the result of this problem

alone. And because the actuator is still free to move, as normal, there will probably be no dashboard warning flagged up by the engine management system.

The bad news is that you cannot obtain the rods separately, and will have to buy a new vacuum unit – or more likely units; if one has failed the other surely won't be too far behind. And from Porsche they cost around £780 the pair including VAT.

The good news is that after-market actuators are available from Forge Motorsport (www.forgemotorsport.co.uk) at just £405.15 per pair including VAT, and also have stainless-steel actuating rods. Even that option might lead you to having one or both turbos rebuilt or replaced – it is difficult to separate them from the actuators without breaking something – and you can see where the labour charge might be heading. But then speed never was cheap!



The combined effects of water, road salt and not least massive heat eventually corrode turbocharger's actuating rod, rendering the device useless. Often goes unnoticed – assuming the other side is OK – but fitting a new one offers an instant power 'boost'. Shame Porsche chose not to make them from stainless steel

RATTLED 997 OWNER GOES INDEPENDENT

In December 2014 my Generation I 997 Carrera developed a rattle from somewhere at the rear of the cabin, so I took the car to a Porsche Centre for attention. I was told that the rattle was coming from somewhere inside the rear of the vehicle, and that one or two trim panels would need to be removed so that the rattle could be identified and fixed. The car was subsequently returned, but one of the trim panels appeared to be damaged.

After a long exchange of correspondence, the Porsche Centre acknowledged the faulty work and agreed to order a new trim panel for my car.

(Eight weeks' waiting time, though!)

Finally, in April 2015, the interior of the car was fitted with a new rear quarter panel. Incredibly, though, the rattle was still there. One more visit to the same Porsche Centre in September 2015 (this time because another panel that was originally removed by them had fallen off), but still nobody seemed able to fix the rattle.

I really couldn't stand it any longer, and so decided to contact 911 & Porsche World's Q&A service. Chris Horton suggested that I should visit independent specialist Northway, near Reading in

Berkshire, and wisely I decided to follow his advice. In early November I left the car with Northway. Just two days later the car was ready for collection, and the rattle had gone.

It turned out that the housing for the third brake light must have been removed, and then put back incorrectly, and it was this that was causing the rattle. These guys at Northway are excellent. I recommend them to anyone. And thanks, Chris, for pointing me in the right direction. Off I go to enjoy my beautiful Porsche once again!

Nick Fraccalvieri

CARRERA 3.2 STILL 'LOST' IN FRANCE – BUT MAKING PROGRESS

Thank you for publishing in the February 2016 edition of 911 & Porsche World my e-mail about the problem I am experiencing with my 911 Carrera 3.2. I thought I would give you a quick update, as I have just returned from a trip to France, partly to see if I could get the car going.

I went equipped with a set of 'Noid' lights, as you had previously recommended. As soon as I arrived I plugged the correct unit for my car into the fuel-injector feed, and cranked the engine. Nothing! I then changed the DME relay under the seat, and luckily this provided me with a clearly flashing Noid light when the engine was cranked. Next step was to take out a spark plug and crank the engine, and that, too, showed a good spark. It seemed to me, though, that the fuel pump wasn't working when I cranked the engine. I tried several times to start the engine, but still nothing.

I added five litres of fresh fuel to the tank, but again absolutely nothing. I am concerned about the fuel pump not switching on with the ignition. Can you tell me if I should hear the fuel pump working when the ignition is turned on? I then tried to start the engine by using a jumper wire on terminals 16 (fuel pump) and 17 at the fuse-box. When I did this I could hear the fuel pump working, but still the engine wouldn't start.

Another slight concern is the replacement DME relay. The one I bought and fitted on that last trip is seemingly rated at 12V/30A, but the original DME was 12V/15A. Would that make a difference regarding the fuel pump not working? That said, I have now found a replacement DME, to precisely the same specification as my old one, so I will try that during my next visit.

The last question that comes to mind is whether it is necessary to bleed the fuel system. Is it possible that I could have an airlock in the fuel system, and so the fuel is being pumped from the tank, but not getting to the injectors? If so, do you know how can I bleed the system? I really

appreciate your help with this problem, and any suggestions will be most gratefully received.

John Dunbar

Chris Horton, 911 & Porsche World: Thanks for that update, John, and I'm glad that your Noid light proved to be of some help in at least establishing the functionality of the fuel-injector wiring. I think they are wonderful little devices that no older-Porsche owner should be without!

As to why your engine still won't start, I think my money now would be on the fuel pump. (And no, you shouldn't have to bleed it like you would a diesel.) You say you can hear it 'working' (which it should be doing only when the engine is being cranked, in which case I would question whether you really can hear it above all the other mechanical clatter), but that doesn't necessarily mean that it is actually pumping fuel. And if the car has been standing idle for the best part of eight years, with only very occasional bursts of activity at the beginning of that long period, I would strongly suspect the pump to be faulty.

I am facing pretty much exactly the same scenario in my 944 – injector pulse is OK, good spark at the plugs – yet it quickly became apparent that, despite an electrical feed to the pump (which in your

case I think you have checked, and found to be OK), there was no fuel in the 'rail' feeding the injectors themselves. I haven't yet proved the theory by fitting it, but rather than mess about I simply bought a new pump.

An equivalent unit for your car will set you back about £110 from Euro Car Parts – and even if the pump in your Carrera 3.2 eventually proves to be working, I am not sure I would want to risk an 800-mile journey back through France on the strength of it. Assuming, of course, that eventually that is what you plan to do. Anyway, keep us informed, and good luck!



Simple tests showed that John Dunbar's Carrera 3.2 has sparks and fuel-injector pulses – but probably no fuel. New fuel pump has to be the next step, then



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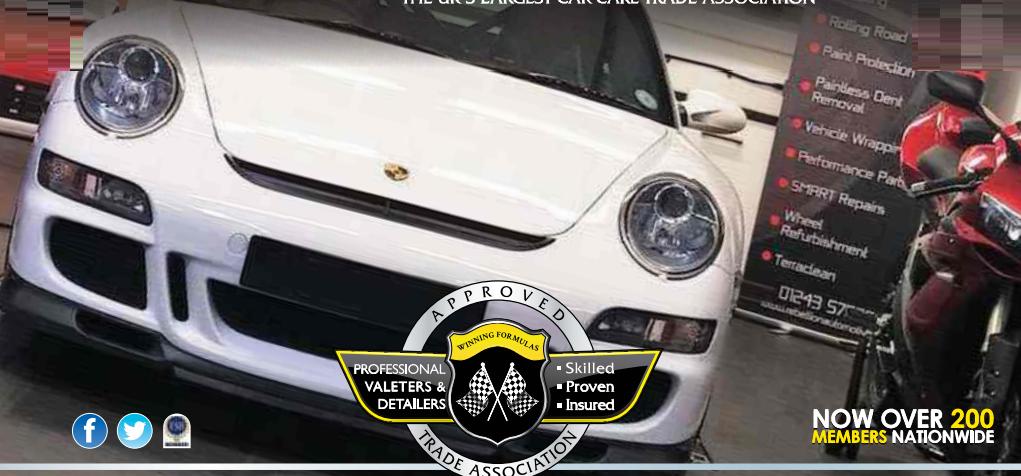
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BLACK TRIM RESTORATION

TIME REQUIRED: TWO HOURS FOR REAR SPOILER

Black trim can really let a classic car down, particularly if, as in the case with the wing on this 911SC, it's 35-years old. There are lots of quick fixes on the market, but here we show you how to do the job properly and return that shiny black lustre

Perfectly detailed, swirl-free paint can take days to achieve, but it can be let down so easily by shoddy wheels or faded trim. Having covered wheel restoration in article seventeen, we now turn our attention to a bug-bear of many classic and retro Porsche owners – black trim. Paul Every of Rebellion Automotive in Funtington near Chichester in Sussex, is kindly sorting out a sad looking wing on this 911 SC to demonstrate the methods used by professional detailers. Of all the topics covered in this Professional Valeters & Detailers series, this is perhaps the easiest process to do at home.

First, to dispel a couple old-wives' tales about restoring trim, lathering it in peanut butter, thin oil or more commonly water dispersant will not work. Although this will initially darken the surface, it won't last and goes streaky when wet. Secondly, the 'hot air trick', whereby a heatgun is used to melt and blacken the surfaces, has an impressive short-term effect, but ends up drying out the trim and causing far more harm than good. Nowadays, there is a range of products on the market offering semi-permanent restoration for trim. One of the latest is Solution Finish which has been used here.

As with all elements of detailing, preparation is key when it comes to restoring trim. In its lifetime, this car will doubtless have received all sorts of 'attention', particularly as the black plastics can fade within a couple years of leaving the factory. This could range from oodles of silicone to Sun-Pats finest.

Paul used a tough cleaning solution – 'Grime Out' from Britemax – to clean the spoiler. Using a conventional detergent shampoo and water won't have the bite of proper degreaser, so it's well worth getting the right kit for this stage. The first application was simple: spray on in excess, wait three minutes, and wipe off to remove the surface layers of muck. This was followed by a second application combined with detailed agitation using a brush, which allows the cleaning solution to get right into all the nooks and crannies to break down the grime. There are numerous brushes specifically for car detailing available from Swissvax, Valet Pro, and Envy Car Care to name a few – that said, a clean medium-firm circular paint brush will be nearly as good, if less durable. The third application was another spray and wipe job, to see if there was any dirt left over. In this case the microfibre came up clean so no further effort was needed.

The next step was to ensure the surface was perfectly dry and free from the cleaning solutions used in the first stage. Paul used a Metrovac Blaster to completely dry the surface – these are available for well under £100, but again a heat gun or domestic hair-dryer will do the same job when used carefully, though not as efficiently as the built-for-purpose professional option. It is really important to avoid cooking the plastic – keep your chosen hot air source moving constantly and evenly over the surface, holding it a good six inches away at all times.

Now comes the main feature. Before opening the Solution Finish, we strongly recommend you

don some protective gloves. This product will stain just about everything so perhaps not a job to be carried out garbed in white tie and tails. Having given the bottle a good shake to ensure the contents are fully mixed, apply moderately to a sponge applicator block. Then use the sponge to apply it to the plastic. There is some skill involved here. The product needs to be evenly coated across the whole surface then left for a couple minutes before buffing with a microfibre cloth. Apply too little and you won't get the coverage, apply too much and it will result in an inconsistent finish; leave too little time before buffing and you might not get the longevity, leave too long and it can be difficult to get a uniform finish.

The key is to be focussed and methodical, and not stop halfway through for a cup of tea. We recommend doing each visible surface in one go. In this case the top surface of the spoiler was done in one, then after a breather, the bottom surface. You can use a linear stroking movement or a more traditional circular movement, but don't change your mind halfway through. Unlike older products, we found the Solution Finish pretty easy going, and it provided a good, consistent finish. Do be aware that it will stain unsealed paint – it is worth pro-actively wiping the borders of the spoiler and paint with a microfibre to ensure there hasn't been any overspill. In the event it hits normal paint, it should be wiped off as soon as possible.

The whole process only took a couple of hours and made the spoiler look as good as new, so for those with similar Porsches it's a satisfying Sunday afternoon activity. PW



The black, rubber wing on our 911SC was looking rather sad, faded and dried out. As ever, with these 'detailing' jobs it's all about the preparation. The surface needs to be spotlessly clean and free of years of build up and other short term colour and pigment restoring solutions. Paul Every at Rebellion Automotive used Britemax 'Grime Out' to clean, before drying the surface and then applying Solution Finish to restore the colour. It looks pretty good, too, and should prove to be more than just a temporary fix

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BUYERS' GUIDE: 996 TURBO

FULL BOOST AHEAD

More than any other 911 Turbo before it, the 996 Turbo became the definition of the 'every day supercar.' With prices still very favourable and the cachet of the super-tough Mezger engine, plus, of course, time-travelling levels of performance, now is the time to get in to a 996 Turbo

As the 21st century arrived, so did a new Porsche 911 Turbo. But this was so much more than merely a fourth generation of the outrageous, fat-bodied, be-winged Ferrari trouncing supercar that had originally appeared as the 930 model in 1974, somewhat inconveniently in the midst of a so-called energy crisis that had seen powerful and thirsty cars instantly drop out of fashion.

While it shared the immortal 911 outline and tail spoiler of the previous, 993-series 911 Turbo, and used an engine of the same 3.6-litre capacity producing only slightly more power, again fed through permanent four-wheel drive, the cognoscenti knew that a new dawn had arrived. The hottest 911 of all, whose tricky, tail happy handling had secured it a reputation as a widow maker back in the 1970s, had now got civilised.

The revolution had started in 1997 with the introduction of the 996 range, a model that was not only the first bumper-to-bumper redesign of the rear-engined

Porsche in its 34 years, but ushered in a new regime at Porsche which saw major components, and hence major costs, shared with the Boxster. The flat-six engine configuration remained, but was now water-, not air-cooled, while the classic looking but ergonomically disastrous dashboard was replaced by a modern, more compacted layout. Purists did not like what they saw, but for Porsche it was the way forward.

Three years later – and after a near two-year gap during which no turbocharged 911 was available – the Turbo was added to the range. It was in production until 2006, lingering into the life of the succeeding 997 until that produced the next Turbo, with total production of 22,062 according to Porsche figures, about 13 per cent of total 996 production, with UK sales of 1543.

Priced at £86,000 when launched, it would, for most people, occupy only their fantasy garages. But a decade on, and in an era that sees Porsches depreciate like

any other car, the 996 has become the modern 911 Turbo you can, perhaps with some begging, borrowing and stealing, afford – they are out there for £30,000 or less. Question is, can a 911 Turbo that could be almost 15 years old be a sensible proposition, or would the normally aspirated 911 Carrera, available for half the price, be a safer bet? Here we look at the coupe version to find out.

DESIGN, EVOLUTION

The 911 Turbo has the same engine capacity as the ordinary 996. But, importantly, it is completely different, and we'll come back to that under the "What goes wrong" section. Rather than strengthen the normal 911 engine to cope with the Turbo's extra output, Porsche used the one from the 911 GT3, the model introduced the previous year. This is known as the 'Mezger' engine, named after the celebrated Porsche engineer who designed it, and which was loosely based on that

The 996 Turbo was arguably the first truly modern supercar. Super fast and largely devoid of any supercar fragility, plus relatively stealthy too in typical silver, black or dark grey, which is how most of them seem to have been specced

BUYER'S CHECKLIST

An engine rattle, particularly on start up, could be a worn timing chain
Sheer age means the engine is more prone to oil leaks
Manual gearbox can jump out of second, due to a worn gearbox shaft bearing
Vague gearshift could mean stretched remote linkage cables
Suspension may by now be feeling generally worn out
Check the ceramic brake discs on the Turbo S, as these are very expensive to renew
Rusted bodywork probably means a low quality repair has been carried out

WHAT YOU'LL PAY

£25,000–£30,000 Rock bottom price for a 996 Turbo, expect 2000/01 car with high mileage and incomplete service history

£30,000–£40,000 2003/04 cars under 100,000 miles, not pristine but in good order and with solid history

£40,000–£50,000 Must be 60,000 miles maximum and be very tidy, and with detailed service record

£50,000–£60,000 X50 Performance Kit and high option spec, preferably under 50,000 miles

£60,000–£70,000 Must be "time capsule" standard, one owner and minimal mileage





Interior is quite austere, but you'll be glad of black or dark grey, compared to some of the wackier colour combos that folk specced. Engine still looks like the underneath of a washing machine. The Mezger derived unit is good for 420bhp in standard spec and 450bhp in Turbo S spec

used in the carmaker's victorious Le Mans GT1 racer in the late 1990s.

In the 911 Turbo, with twin turbos and twin intercoolers it produced 420bhp and 413lb ft, 60bhp more than the GT3 of the time gave, though 1200rpm lower at 6000rpm, while pulling power was over 50 per cent up. The lower rev limit meant that the titanium con rods in the GT3 unit were left out.

The gearbox was either six-speed manual or the optional five-speed Tiptronic S, the automatic that preceded PDK, while the all-wheel drive transmission had a rear-bias set up, with a mere five per cent of torque fed through the front wheels in normal driving (though depending on conditions, this could rise to 40 per cent).

Sports suspension was fitted, which lowered the ride height by 10mm, and 8Jx18-inch front and 11Jx18-inch rear wheels were shod with 225/40 and 295/30 tyres, respectively. By now the fixed position rear wing was history on a standard 911 Turbo, a reduced in size but extendable "duck tail" serving instead. The 996 was the last of the "analogue" 911s, with Porsche Stability Management (PSM) traction the only chassis electronics.

In the UK the 911 Turbo came well equipped, including electrically adjusted leather seats with memory, climate control air conditioning, sunroof, Bose sound system and metallic paint. But of course the usual extensive options list (much of which pertained to leather and trim finishes) was there to tempt.

In late 2002, for example, the Aerokit Turbo, comprising a lower (and more vulnerable) front spoiler and different rear wing with integrated stop lamp cost £3532. For £1348 you could have sports suspension and the ride lowered a further 20mm, and for £352 the front seats lowered too, by 10mm. Seat heating was £254, Park Assist £325, Porsche Communications Management (PCM) £1620, and the telephone kit that worked with it £523. So without too much trouble you could get the bill up to six figures.

Unlike the regular 996, the Turbo did not undergo a significant mid term revamp, thus the early spec ran through until the end bar some minor interior updates in 2002. Although for the 2003 model year the £8700 X50 Performance Kit was introduced as a factory option: with modified turbos, intercoolers, the ECU and gearbox, it raised power 30bhp to 450bhp and torque by 44lb ft to 457lb ft.

And for the 2005 model year (and

therefore offered alongside the first 997-series Carrera models), the Turbo S appeared. If the term "value" can be used on a car costing £99,300 then it was appropriate here, because the extra £11,240 over the normal Turbo brought the Performance Kit, the Porsche Ceramic Composite Brakes (PCCB) comprising larger, 350mm ceramic front discs along with six- rather than four-pot calipers, and Porsche Communication Management. Specified on a Turbo, these would add up to nearly £15,679, thus it was not surprising that most cars delivered from that point on were the Turbo S.

DRIVING THE 996 TURBO

The 993 generation saw the Turbo begin to show its civilised side in terms of handling security and refinement, but it was the 996 that proved it could be a good every day driving proposition as well as a fiery sports car. Key aspects are the almost totally lag free turbo engine, and the precise gearshift and light clutch, all of which make the car as efficient through traffic as on the track.

The power delivery gets the Porsche to 100mph in under 10 seconds, but what will probably strike you most is the way it sticks to the road like glue almost no matter what you do. It feels utterly planted in a way an old rear-driven Turbo never could.

It was a shame to see the old 911 dashboard go, even if it did seem more suited to a Soviet-era Skoda, but the 996 interior was a big step forward in

functionality, with, for example, sensibly arranged minor controls and an adjustable steering column. And the engine's water cooling at last allowed an effective heating and ventilation system. Perhaps the only complaint about the interior was cheap looking plastics – something that would be resolved on the 997.

WHAT YOU'LL PAY

The 996 Turbos advertised broadly divide into two categories: those at around or just below £30,000, often offered privately, and those for nearer £40,000 and upwards, for sale at Porsche specialists. 'Low mileage factory right-hand drive Turbo S models occupy the top of the food chain with higher mileage Tiptronic cars at the bottom,' says John Glynn of porschevaluations.com.

Any car towards the top of the scale must be excellent. 'It's tempting for private sellers to look at trade prices and advertise cars within reach of those numbers, but if a car does not come with a warranty, it simply won't sell for as much,' Glynn advises.

So what budget do you need for a reasonable if not pristine car? 'Average values have currently settled around the £40,000 mark for 65,000/70,000-mile Tiptronic coupes in good condition,' he reckons. 'X50 power adds some cachet, but the jury is out on how much money it adds to an otherwise average car.'

And don't buy unless you feel the car is right. 'The 996 Turbo market has plenty of cars so there is no shortage of choice,' Glynn tells us.

SPECIFICATIONS

996-model 911 Turbo/Turbo S

	911 Turbo (manual, Tiptronic S)	911 Turbo S (manual, Tiptronic S)
Engine (cyl/cc)	6/3600	6/3600
Power (bhp/rpm)	420/6000	450/5700
Torque (lb ft/rpm)	413/2700	457/3500
0-62mph (sec)	4.2, 4.9	4.2, 4.5
Max mph	190, 185	192, 188
Average mpg	21.9, 20.3	21.2, 19.9
CO₂ (g/km)	309, 339	324, 345
Weight (kg)	1540, 1585	1590, 1630
Built	2000-2006	2005-2006

Maintenance costs, 911 Turbo, Turbo S (guide price, including labour and VAT)

Oil/major (12,000/24,000-mile) service £301/£611

Gearbox overhaul £2500

Front brake disc replacement (non-ceramic) £650

KW suspension kit £2832

Replacing the two air con condensers £748

Replacing the three coolant radiators £1426

Prices supplied by JZM Porsche (01923 269788, jzmporsche.com)

996 TURBO TIMELINE

May 2000
996-series 911 Turbo goes on sale

September 2002
X50 Performance Kit available, raising power by 30bhp

September 2004
Turbo S introduced, Performance Kit plus higher spec

Summer 2006
Production ceased

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Tiptronic S, black, black leather interior, 69,950 miles, £32,100, London

Porsche specialist
2003/52 911 Turbo
Tiptronic S, black, black leather, X50 Performance Kit, 57,900 miles, £45,995
Uxbridge
911virgin.com

General sports car dealer
2003/03 911 Turbo, manual, grey, red leather, 86,550 miles, £33,500, West Sussex
cmc-cars.co.uk

WHAT GOES WRONG

ENGINE AND TRANSMISSION

The code "M96" strikes fear into the hearts of knowledgeable 996 owners, this denoting early 911 water-cooled engines, which are known for their excessive bore wear, and also the possible failure of their IMS (intermediate shaft) bearing. The good news is that the 996 Turbo, along with the GT3 and GT2, does not use that motor and thus side steps both these issues.

'The engines are generally very reliable,' says Steve McHale, Technical Director at Hertfordshire based Porsche specialist JZM. 'We've rebuilt them because of timing chain failures, and for general engine oil leaks due to age or high mileage. We've also had one engine have a valve seat fall out – but this is an extremely rare occurrence.'

If there is any trouble in the powertrain it is more likely to be with the gearbox, the manual more problematic than the Tiptronic S. 'On manual gearboxes the bearing that takes the end thrust from the input shaft can spin in the case, and this causes the case to wear, allowing the bearing to move back and forward along with the input shaft,' warns McHale. 'The result is that the car jumps out of second gear when you come on and off the throttle.'

He adds, 'We fix this by machining the case oversize, and heat shrinking a steel insert into the case. The bearing seat is then machined back to its original dimensions.' If the manual gearchange feels sloppy, it may be because the shift cables are stretched.

SUSPENSION

The 996 Turbo suspension, a simple, electronics-free set up is not affected by any particular problems – but age is its enemy. 'Other than general wear and tear the suspension is reliable,' McHale tells us.

'But we are fitting more and more KW suspension kits to 996 Turbos, mainly because they are getting old and the original factory suspension is tired. Also, suspension technology has moved on since this car was made, and customers would like more control at speed and on track.' He points out that the correct geometry set up is crucial, because small imperfections are amplified by the car's high power output.

BRAKES, WHEELS

McHale generally does not encounter problems with the brakes – but feels that the 996 Turbo is under-braked, given its performance, and recommends an upgrade when a brake overhaul is needed. 'The standard 330mm front discs and four-piston calipers don't inspire confidence on the road,' he insists. 'The car stops adequately, but you do need to push the pedal hard. For track use, I would recommend fitting six-pot calipers, as used on the Turbo S or gen 2 996 GT3, with 362mm Alcon discs.'

A few 996 Turbos will have the factory optional ceramic brakes. Bear in mind that these are very expensive to replace once worn out, and while cheaper, independently made substitutes are available, it will still be a costly business. As standard the cars came with 18-inch "Turbo" wheels – be aware that 19- or 20-inch rims make an already firm ride noticeably harder.

ELECTRICS

The relative simplicity compared to later 911 generations eliminates many possible issues. So it is usually a case of ensuring that all the power systems in the cabin – sunroof, seats and so on – operate as they should, and checking that no dashboard warning lights remain illuminated when the engine is running.

But McHale has a warning about cars that have been unused for an extended period: 'We've had a surprising amount of mouse damage on cars stored, as the little devils seem to love the silicone boots around knock sensors and the like.'

BODYWORK

Even though it's almost 16 years since the first 996 Turbos went on sale, body rust is not usually encountered on a "straight", accident free car. If the paperwork says it's a "Category C" or "D" insurance write-off, look closely for rust at the body seams.

However, rust does attack various components. 'The major corrosion issue is the air conditioning condensers and all three coolant radiators, all of which are mounted at the front of the car and hence vulnerably placed, and we are also starting to see corroded fuel, brake, power steering and air conditioning pipes,' McHale says. 'If the car comes from the north and has been used during the winter months, it is much more likely to have all of these problems, which are caused by road salt or sea air, or both.'

VERDICT

Some feel the turbo engine, despite its power, lacks the appeal of the more revvy and "Porsche like" Carrera unit, but there is no doubt that the 996 Turbo packs in a full skills set which makes it the supercar you can use every day.

It is ironic that although more complex than the normally aspirated, 996 Carrera, the Turbo is actually an easier car to buy, due to its Mezger engine not suffering the M96's problems. Furthermore, by virtue of their much higher new price, they are more likely to have been properly maintained as they passed into middle age. It seems that prices are about as low as they are going to get, so to get hold of a "modern" 911 Turbo at an affordable price, buy now. PW

WHAT THE PRESS SAID

Quite simply, the 911 Turbo delivers one of the biggest hits of acceleration you can get in a production road car. Boost is felt at just over 2000rpm, and from then on there's a power delivery all the way up to peak revs that's as effortless as it is fantastic.

"40 years of the Porsche 911" supplement, *911 & Porsche World*, September 2003

The 911 Turbo does things other cars can't do, with huge amounts of grip, poise and steering ability. The days are gone when 911 Turbos were blindingly fast cross country but let down by inferior steering and power delivery that made it difficult to get the best from the chassis.

Autocar, July 2000



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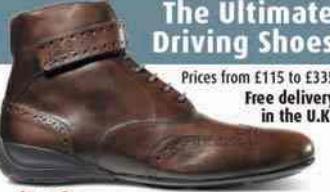
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Based on a 1974 911S, declared manufactured 1973, confirmed with official Porsche letter of authenticity and log book, bodywork was done by RS Autos in 1989 with steel wheel arches, lightweight front/rear bumpers, ducktail and lightweight interior with full roll cage at a cost of £10,000, mild restoration then performed by local Porsche specialist, Cartec in 2015, a testament to the original work the only bodywork needed was in the usual places ie sills, jacking points and kidney bowls, also new outer sill sections, sunroof was cut out and new roof section fitted, bodywork was then stripped, prepped and resprayed in Blood Orange at a total cost of £15,000. Additional work then carried out: 9x15 Fuchs with TB15 racing tyres, Plexiglas side windows, rollcage, Turbo track control arms, new lightweight carpets fitted, refurbished calipers, new Turbo discs and brake hoses. Opportunity to purchase car with or without engine, box and clutch (price includes them all), complete 911 3.2 engine (unfitted), fully rebuilt 915 gearbox with receipts (rebuilt 2015), new clutch (unfitted). Car is complete with a folder full of receipts, bills, history and letter of authenticity from Porsche, with prices only going up, this is a great investment opportunity, selling due to property investment, if the car doesn't sell it will be put in to storage and finished in the near future, no time wasters or silly offers. Tel: 07941 017815. Email: mark1@hotmail.co.uk (Wales). £46,995

P0416/047



993 Carrera S Tiptronic 1997

Owned by me for 10 years, 96K miles, highly maintained car, FSH, new (Oct 2014) Bilstein B8 dampers/H&R springs, Ocean Blue, grey leather, HID lights, Turbo S front/fixed rear spoiler, FFSR, a/c, CD/radio, 3rd brake light, r/wiper, elec seats/windows/mirrors, car is taken off the road for winter months of every year during my ownership, P/P (BIT OFF) not included, any sensible offers considered. Tel: 07743 806557. Email: slim_shardy@btinternet.com (Suffolk).

£48,000

P0416/001



911SC 3.2 1979 backdate
Rare Petrol Blue, bare shell overhaul (documented) and respray, upgraded and backdated, fitted 3.2 engine, many new and original parts including 7 and 8-inch Fuchs, Bilstein LSD, 915 gearbox overhauled, 930 spoiler, new Yokohama AD08 tyres, full stainless exhaust, brakes, clutch flywheels, RS door cards, and much more, light and quick, further information please call. Tel: 01883 370583. Email: davidmdrury@virginmedia.com (Surrey). £27,500

P0416/048



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DEALER TALK:

PAUL STEPHENS

Essex-based Paul Stephens started off selling various makes of sports cars, but soon began specialising in Porsches, and is now renowned for his PS Autoart cars, meticulously built, modern recreations of classic 911s



How long have you been in the Porsche business?

I have been in the car business for well over 30 years, and working independently for over 20 of them. Initially I dealt in marques that I raced, including Caterham, Marcos and Ginetta, and also Porsche – the quality of Porsche engineering soon shone through, and specialising in the brand soon became my passion.

What Porsches do you specialise in?

All air-cooled cars, including 356s, and the rarer water-cooled 911 variants, GT2s and GT3s for example. Any exceptional variants are always of interest to me.

What's your cheapest, and most expensive, Porsche presently in stock?

At present we have a 25,000-mile, 987-model Boxster S priced at under £18,000, and a rare, original 1973 911 2.4S listed for sale at £175,000. Both terrific value, obviously!



What would you recommend as the best "first Porsche" to buy?

The Boxster represents great value – as long as it's an excellent example, in good condition and with a perfect history. The 924 is also a great first Porsche, as Porsche originally intended it. With low running costs they are a bargain compared to, say, an MGB, but move quickly before the market pushes their values. A really good, entry level air-cooled 911 would be the 3.0 SC. But these cars are becoming highly sought after, as rarer models escalate in value.

Where do you get your stock from?

Our cars are generally sourced privately. I buy the cars, and they are all vetted by me before purchase. I insist on this.

What warranty do you give, or sell?

Normally a 12-month, in-house warranty for post-1978 cars. The warranty is by arrangement otherwise – remember, these are older cars and they often have issues, but we are honest and transparent in our dealings.

What's "hot" currently?

All air-cooled Porsches are in demand. 911s are easy to sell, as long as they are quality cars with provenance. In 2014 you could sell anything, regardless of condition – it was crazy! Thankfully customers have now woken up to quality.

What's best value at the moment?

Back to my earlier answer, the best value car must be your first Porsche. So, the 924/944 and 911 3.0 SC offer this, in my opinion, as long as they are sound examples. Condition is

everything, and a nice Porsche is a joy to own, while a poor example will leave you wishing you had never pursued the Porsche dream.

Name a car that you recently sold, that you would happily have kept for yourself

That's easy, an outstanding, original right-hand-drive 1972 911 2.2E.

What car do you drive every day?

I'm a lucky man! It varies, always something different as I insist on road testing all of our cars, it's a perk of the job.

What are your plans for the future?

I intend to concentrate and further develop our bespoke PS Autoart products alongside our PS Works facility here in Essex. We undertake full, original spec restorations, and build bespoke cars for discerning customers, having created over 40 special 911s to date.

We launched our PS Autoart Series 2 range of 911s at the London Classic Car Show in February, and the overwhelming reaction we received fully endorses my obsession with quality and detail. Since conception in 2005, we have pursued a continual programme of developing our Autoart product, and I am proud to say my team here at Little Maplestead share my passion to continue perfecting an icon.

Contact

Paul Stephens
Sudbury Road, Little Maplestead,
Halstead, Essex CO9 2SE. 01440
714884
paul-stephens.com

HELPING YOU MAINTAIN YOUR PORSCHE:

KNOW YOUR NEW CAR WARRANTY RIGHTS

You may have read that Porsche Cars Great Britain has recently revised the Porsche Approved Warranty that its dealers supply with every used car, so that cover can be extended up to 15 years.

It seems a good moment, therefore, to remind ourselves of the factory warranty situation on brand new cars. For a Porsche Approved Warranty to remain valid on a used car, the owner must take it to a Porsche Centre for all servicing. So you might imagine that the same conditions would prevail for the three years and unlimited mileage cover that every new Porsche comes with?

Actually no. While Porsche can dictate terms on its used car warranty, which is an insurance policy rather than a warranty, it is bound by European Union law on new car warranties. Over a decade ago the European Commission, following a lengthy investigation into the relationship between car manufacturers and their dealers, prohibited carmakers from making warranty validity conditional on franchised dealer servicing.

So you can have your Porsche under three years old maintained anywhere you like without worrying if you'll still be covered should it go wrong. Of course there are conditions: the workshop carrying out the work must have the required expertise and equipment, and only the manufacturer's parts can be used. So if you know a good independent specialist you'd rather use than the local Porsche Centre, there's nothing stopping you.

That said, a non-PC service history in the car's early years may affect the Porsche's resale value. But it will be by only a slight amount – perhaps less than the money you saved by using the independent specialist.

USEFUL ACCESSORY OF THE MONTH: SOLAR POWERED BATTERY CHARGER

At this time of year a lot of Porsche owners will not be using their cars much, saving them for the less mucky and salty roads of spring. And many, when they do finally get to start them up will find the battery dead, because if it was even slightly suspect in October, the winter plus the months of inactivity will have killed it off. Indeed, even the life of a fairly new battery can be cut short by lack of use.

A trickle charge battery charger is of course a big help, with many makes available. But what if the car sits out on the street, or the garage you store it in has no electricity? A solar powered battery charger is the answer, requiring only light to charge.

Ring Automotive (0113 213 2000, ringautomotive.co.uk) offers three different types, starting with the RSP 150 Solar Maintainer, whose charging panel measures 125x351mm, and which plugs into the car's power socket in the cabin. This is probably the most suitable one, as it's the right size to leave on top of a Porsche's dashboard, and extension leads are available to give added flexibility of use. It's inexpensive at around £20, and a fraction of the cost of a new battery.



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911

9-Apart

Parts specialists for 911
01706 824 053



Very low mileage 996 Carrera 4S with two year engine warranty

2002 Turbo-bodied Carrera 4S 996, 46,000 miles with FPSH (main dealer and specialist), 3.6 Tiptronic coupe in pearl Midnight Blue with stunning, contrasting, full Savannah extended leather to the doors, seats and dash with matching suede roof, it has just received (on 30/12/15) a brand new Porsche-supplied short engine at a cost of £9365, which comes with a full 2 year warranty - too much to mention, contact me for full details of all work carried out, I can assure you no corners have been cut, underused 911s can have issues too as I have found out to my cost, however this now offers total peace of mind with no nasty hidden surprises. This is a really high specified and pampered 911 with receipts available totalling over £23,000, not including the engine work just spent, the photographs (see 911&PW website) do not do it justice. 3 previous owners, the last for 8 years, electric heated memory seats, Bose, sat nav, multi-CD, telephone, factory white dials, rare full factory burr walnut pack (including steering wheel), recent new brakes/discs all round, electric sunroof, air con, cruise, Litronics, factory overmats, rear wiper and 18-inch alloys which have been fully refurbished and are unmarked, it comes with the full complement of keys, manuals etc and is HPI clear. Drives as a proper 911 should: this is the real thing with arguably the best looking rear of any wide-bodied model, not many around with this provenance and prices are on the up, not the cheapest, but must be one of the best. Tel: 07563 908217.

crgmtch@sky.com (Fife).

£23,995

P0416/053

911



(911) 993 C4 Coupe, FPSH, Varioram
1996, P-reg, 98K mileage, 6 speed manual, Varioram engine, in Midnight Blue metallic with marble grey leather interior, every conceivable option extra including cruise control, electric carbon hardback Sport seats, e/w, e/m, e/sunroof, air conditioning, JVC-CD/MP3/DAB/radio, high level 3rd brake light, Cup 2 alloy wheels, c/l, alarm/immobiliser, full Porsche service history with bills/invoices costing over £30K. Tel: 07580 454645. Email: kamgills@hotmail.com (West Yorkshire).

£45,995

P0416/020

944

9-Apart

Parts specialists for 944
01706 824 053



1986 2.5 8V 944 FPSH
Genuine 95K 1986 944 Lux, 5 speed manual, 15" teledial alloys, full Porsche main dealer service history, rare big bolster electric seats in excellent condition, needs respray and recommissioning, comes with private plate, more photos on request. Tel: 0121 533 1965. Email: bsj79@hotmail.com (Birmingham).

£2250

P0416/050

924



Porsche 924 auto 1985

Doesn't like to idle too well when it's cold but once it's warm it runs well, needs a good service, has been standing in the garage for 6 months, will require an MOT, bodywork is in good condition. Tel: 07459 345957. Email: houldsworthjason@gmail.com (Shropshire).

£1750

P0416/051

BOXSTER

9-Apart

Parts specialists for Boxster
01706 824 053



986 Boxster 3.2S

Jan 2004, 69,000 miles, Speed Yellow, full Aerokit, full leather interior, crested bucket seats GT3 type, M030 suspension, 18-in Carrera wheels, Bose + CD changer, full service history inc fluid changes, 2 owners from new, 2 keys + transponders, original paperwork, recent work, 6 coil packs, air con rads, water pump, rear track control arms, recent bore inspection OK. WHY? GTS on order. Tel: 07887 545187. Email: andrew.colledge@esbi.ie (Derbyshire).

£11,000

P0416/049

REGISTRATIONS



'CLA 551K' cherished plate for sale

Ideal plate for a 911 Sport Classic, or any other older classic, can be assigned to any vehicle manufactured after 1971, currently on a car, transfer fee included in price, no VAT to add. Tel: 07990 593204. Email: stuartkirkpatrick@yahoo.co.uk.

£4950

P0416/021

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MARKET WATCH

911s bearing the “GT3 RS” badge have been hot resale prospects for some years, and now the hardcore Cayman, the GT4, is also selling for considerably above its list price



It's a myth that you can't buy a Cayman GT4 because they've all sold out. There's plenty around, but at a price and even Porsche Centres are joining in, with prices at over £100,000. Market forces or something fishy going on?

Every now and again a new car is launched that is in such great demand it triggers a stampede of people so desperate to get it they'll pay over the list price to avoid the normal months-long delivery wait, or indeed to secure one from a limited production batch. And at the moment that car is the Cayman GT4, the 911 GT3 equivalent in the Porsche's mid-engined coupe range, thanks to its 3.8-litre, 380bhp engine, lowered, GT3 type suspension and availability of a Club Sport Package.

Sometimes these “shortages” are little more than an illusion created by speculative individuals and independent dealers in order to drive prices up, and we saw that a decade ago with the Porsche Carrera GT, which some owners tried, but largely failed, to off-load for significantly more than the new price of around £315,000. But in the case of the Cayman GT4, there

appears to be a genuine demand imbalance, particularly as production has now ceased and deliveries are coming to an end, which has seen delivery mileage, generously optioned cars offered for around £105,000, about £20,000 over list.

One indication that this is the real deal premium car is that even Porsche Centres are selling it for over list. But is that not going to get that dealer into extremely hot water with Porsche Cars Great Britain, given the importer's strict rule that the only amount a new Porsche sells for is the one in the price list? The silver, fully loaded GT4 with 34 miles on the clock that Porsche Centre Silverstone was asking £104,850 for in mid-February was not one of its allocated units bound for a customer, but a car bought from another source, so this made it acceptable, we were told.

Other PCs offering above-list Cayman GT4s in mid-February included Porsche Centre Edinburgh (2016/65-

reg, 17 miles, £112,850), Leicester (205/65-reg, 1000 miles, £102,850) and Porsche Centre Tewkesbury (2015/65-reg, 136 miles, £99,981). The Porsche Approved Pre-Owned Car Locator website also showed another half dozen PCs offering GT4s with mileage and price “on application”, which tells its own story.

Among the Porsche independents, Phillip Woolley, proprietor of 911 Sport in Lincolnshire said, ‘We've just sold what I think is the most expensive one in the country,’ referring to a January 2016 Cayman GT4 with 81 miles, equipped with the Club Sport Package and Porsche Ceramic Composite Brake (PCCB) and priced at £115,995. ‘They started coming through in about September/October time, and we've done about nine of them.’ Woolley had a second Club Sport example for sale at £109,995.

In a world where even prestige and sports cars are built in high volume and

discounted and offered with other incentives, it is no easy trick to produce a car that customers will pay over the odds for. Sometimes it is a matter of luck or circumstance, for example the final Land Rover Defenders in sufficient demand to lift prices £5000-£6000 above list, according to reports.

But Porsche appears to have mastered the art, and the clue is in the title: “GT”. Since the RS “comeback” after eight years in 2003 when the 996-model GT3 RS was launched, all models have gone gold. Those white-only GT3 RS 996s achieve well into six figures against an £85,230 list price, and the last of the 997s, the GT3 RS 4.0, at £128,466 new, are reported to be making significantly over £300,000.

But the latest, 991-series 911 GT3 RS announced in March 2015 officially priced at £131,296 generated possibly unprecedented price competition, which was evidenced when, within weeks, those who had managed to get early delivery began putting their cars on the market. ‘The first “used” 991 GT3 RS that came on was put on sale on line for £300,000 and it disappeared within minutes, so it must have sold,’ recalls Steve McHale, director at Porsche specialist in JZM in Hertfordshire, which is currently offering a September 2015, 368-mile 991 GT3 RS for £259,900.

What is enabling these Porsches to be re-sold for such a larger profit than would have been possible a decade ago? ‘The world is a different place now, there is more wealth around than in the old days,’ is

McHale's explanation. ‘Also, bank deposit interest rates are nothing, so you might as well buy a car if you have money.’

So, if you have the cash, you can jump the queue and drive off in the Porsche of your dreams. But the key question remains this: is the value of the car going to remain at that inflated level, or will it sink back down to the list price or lower once a few more units find their way onto the market? In the light of GT3 historical patterns it seems likely that the current RS will remain buoyant, but nothing is certain.

‘What would happen if Porsche brings out a manual GT3, as some reports have suggested?’ asks McHale. ‘And when there are one or two Cayman GT4s for sale the sellers can easily get £105,000, but when there are a lot more for sale on the internet that's far less likely. I think the heat will come out of that as availability improves or at least the GT4 is seen to be available.’

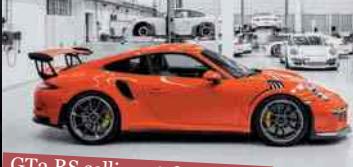
That is not a view Phillip Woolley subscribes to. ‘The market has softened slightly but that is probably because we've had Christmas and people don't want to buy cars then. GT4s will continue to rise, Porsche priced them too low – they should have been a £100,000 car and they would still have sold.’ In the light of Porsche's downsizing philosophy, he adds, ‘Remember, this is going to be the last of the big engined Caymans.’

And despite the end of GT4 production, Woolley sees no immediate end to this current line of business. ‘We have a lot of people offering us cars and we have a lot of people who want to buy cars.’ **PW**

Cayman GT4s at £100,000+



GT3 RS selling at £300,000



997 GT3 RS 4.0 double list price



996 GT3 RS made six figures in '03



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REGISTRATIONS

GT04STU

Private plate 'GT04STU'
For sale cherished plate 'GT04STU' on retention, easy transfer all costs paid, would look great on any GT model, contact me for details, sorry no offers under this fantastic price. Tel: 07933 447392. Email: stuart.entropy1509@yahoo.co.uk. £1400 P0416/006

KEL 1B

Cherished number plate 'KEL 1B'
Superb name plate on retention that easily reads KELI B, great present for Kelli, Kelly or Kellie, or your initials KEL. Tel: 01560 480862. Email: porschehb@aol.com. £3795 P0416/031

MAI2CAN

Registration to suit Porsche Macan
Registration number to suit Porsche Macan 'MA12CAN', interesting and classically tasteful! Currently on retention cert. Tel: 07970 827131. Email: ninodelrio@hotmail.co.uk. £2000 P0416/013

9II ETM

'911 ETM'
Registration on retention certificate. Tel: 01480 217444. Email: julie_abraham_1@hotmail.com. £4500 P0416/015

XXX 9II X

'XXX 911 X'
On certificate, ready for immediate transfer, Porsche number plate 'XXX 911 X'. Tel: 07713 469911. Email: msdriscoll@gmx.de. £6000 P0416/017

W22 RED

'W22 RED'
On certificate, ready for immediate transfer, 'W22 RED', ideal for anyone with RED initials or football fans! Tel: 07713 469911. Email: msdriscoll@gmx.de. £1000 P0416/018

JJI 9II5

Registration for sale
'JJ1 9115' number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com. £2000 P0416/026

REGISTRATIONS

9II EX

'911 EX' registration plate for sale
On retention certificate until October 2025, assignment fee already paid, no commercial sellers please. Email: stephen@percivaldrake.co.uk. £6950 P0416/055

P9II SAB

Cherished registration
'P911 SAB'. Tel: +44 1628 633745. Email: mocflyer@hotmail.co.uk. £9950 P0416/029

GRE I6Y

'GRE 16Y' cherished plate
Valued at £5695 by numberplates website, currently on car but easily transferred. Tel: 07845 596925. Email: greig1983@yahoo.co.uk. £4500 P0416/057

LES I90

'LES 190' registration for sale
Until recently on my 964 but have now decided to sell the registration, on retention certificate until 3/2/2017, no VAT or other charges to pay, telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com. £4000 P0416/056

MIO SWAN

SWANN or SWAN
Super number plate for anyone named Swann or Swan, it isn't often that you can get a perfect name plate, so grab this whilst you can, on retention certificate, at just £1999 it is a real bargain. Excellent investment for the future, pass it on to your children, can be used on any vehicle manufactured after 1994. Tel: 07020 923542. Email: saltydog1@ymail.com. £1999 P0416/010



Andrew, Andrea, Andre, Andy??
This number plate is A1 for anyone named Andrew, Andre, Andrea or Andy, absolute bargain buy and will continue to rise in value. Imagine this on your motor, get in touch if you want it, it is on a retention certificate so a very simple operation, send me a message now. Tel: 07779 767605. Email: rugbytickets@rocketmail.com. £1950 P0416/005

REGISTRATIONS



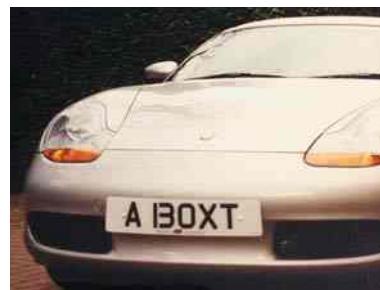
'JAZ 4911' private number plate
Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. Email: pssall@hotmail.com. £1000 P0416/016



'P911 KJ' (P9 HKJ)
Cherished number plate for sale, on retention for easy transfer, 'P 9 HKJ' can easily read 'P911 KJ', will supply two sets of plates with above configurations, no VAT or other charges to pay, open to sensible offers, please leave a message if no reply, selling as I have now bought an older Porsche that this plate cannot be used on. Tel: 07967 355780. Email: kjacson6205@sky.com. £850 P0416/060

J4XXO


JACKSON, JACK, JACKO, JAXXO
Excellent personal number plate for anyone named Jackson, Jack, Jacko, etc, etc, 'JAXXO'. Overseas move forces the sale of this cracking plate, I have now put it on to a retention certificate to make the transfer of ownership simple, you can put it on your vehicle now or keep it until you want to, absolute bargain and sure to appreciate in value, £2500 or very near offer. Tel: 07020 923542. Email: saltydog1@ymail.com. £2500 P0416/059



'A13 OXT' cherished number plate
Currently on retention, ready for immediate transfer, ideal for any Boxster. Tel: 01628 522540. Email: mk@mfpdesign.com. £1100 P0416/022

REGISTRATIONS

BOSTOCK NUMBERS

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D BOSTOK **D BOSTOC**

J BOSTOK **J BOSTOC**

M BOSTOK **M BOSTOC**

R BOSTOK **R BOSTOC**

BOSTOCK, ultimate plates

Selling a set of perfect plates for anyone named Bostock, the family set is on the market, due to a move overseas, we have plates for A, D, J, M and R Bostock, take a look at the list. You can buy one or all of them if you wish, as we will of course split them up, this is the best opportunity that you will ever get to own your perfect plate, they're all held on retention certificates. Tel: 07849 398598. Email: onward@rocketmail.com. P0416/054

GT03 DKT

'GT03 DKT'
On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com. £350 P0416/009

P9II AFC


Porsche 911 Arsenal plate
Great plate for any Porsche 911, lovely plate for any Arsenal fan, the ultimate plate for any Gooner, player or fan with a Porsche 911, 'P 911 AFC', it doesn't get any better. It is on a retention certificate, so very easy process to become yours, imagine this rolling up at the Emirates! If you want it, get in touch now. Tel: 07779 767605. Email: ticktock88@ymail.com. £3500 P0416/030



'T9II POR'
Registration on retention and ready for sale, ideal for Turbo 911 Porsche. Tel: 07789 883707. Email: stuartrueyman@hotmail.com. £5500 P0416/058

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PARTS



Boxster hard top for sale

To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition. Tel: 07711 182888. Email: pr@trade-events.co.uk.

£995

P0416/028

PARTS



Porsche 944 gear knob and garter in blue

5 speed gear shift, removed from my Porsche 944S2 1992 last and later model car, genuine Porsche original factory complete with garter, very rare in blue leather/colour, selling because I have sold the car, in excellent used condition, for further enquiries please call me. Tel: 07424 734139. Email: petersinghs@hotmail.com (Leeds).

£80

P0416/061

PARTS



911 SC Porsche rear reflector panel 1977-83, used condition.

Tel: 01903 694550. Email: gary911sussex@btinternet.com (West Sussex).

£95

P0416/064

PARTS

Porsche 911 engine lid

911 engine lid off my own 1984 911, very good condition, comes with engine air vent installed, has chips around lips of lid so respray needed, also has two holes either side top of lid as had brake light spoiler fitted and now removed hence holes, please email me for photos. Email: sagitint@yahoo.co.uk (Horley/Gatwick).

£500

P0416/038



Porsche 911 996 1999 front wings black

Wing front Porsche 986 / 996 (ref. 99650303101GRV / 99650303204GRV), wing front left and right, RRP £700, fits: Porsche 986 Boxster 1997-04, Porsche 996 1996-01, fuel cap has been removed. Tel: 07845 596925. Email: greig1983@yahoo.co.uk (Glasgow).

£100

P0416/039



Porsche 944/911 steering wheel in blue

Blue leather 4 spoke steering wheel, genuine Porsche original factory with complete push horn, very rare in blue leather/colour, removed from my Porsche 944S2 1992 last and later model car, only removed due to upgrade to Club Sport steering wheel, selling because I have sold the car, in excellent condition, for further enquiries please call me. Tel: 07424 734139. Email: petersinghs@hotmail.com (Leeds).

£150

P0416/062



Great stereo for 911

Stereo taken from my 911 Carrera, 6 disc radio cassette with remote control, special speakers for parcel tray which are £300 to buy, brilliant sound. Tel: 07872 490760. Email: jimmydawson20032001@yahoo.com.

£200

P0416/065



Porsche 912 engine

1966 engine, will need rebuilding, selling as a non-running engine. Tel: +44 1544 267228. Email: simonjohnston2012@hotmail.com (Powys).

£2000

P0416/066

Early 911 parts

911 SWB dash top: original padding and vinyl, good condition, two small splits, some non-original screw holes, would recover perfectly, complete with plastic air vents £250; clock, original VDO/Kienzle, dated 4/69, good original condition and working order, with bulb holder, bulb and mounting clamps, £100. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).

P0416/041

Early 911 parts

911 exhaust silencer, 2 in 1 out, 1965 - 74, Dansk, steel, part number: 92.210

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P0416/042

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TRIED & TESTED

With 911 & Porsche World's roving reporter, Johnny Tipler

914 1973/L' 45,468 MILES

£20,000

Underestimated, undervalued possibly, and under the radar of all but the hardcore Porsche cognoscenti: that'll be the 914. In production from 1969 to 1976, the majority of the 115,646 four-cylinder and 3338 six-cylinder cars built went to North America, and that's where Gmund Cars of Knaresborough sourced this particular 2.0-litre flat-four example. It's a 1973 Comfort version, implying not a lot extra in the way of cossetting apart from the dubious addition of a centre console with extra gauges, leather shift-lever boot and velour carpeting.

Gmund proprietor Andrew Mearns is distinctly upbeat about the model in general: 'The 914 was well ahead of its time,' he says; 'it had disc brakes all round from day one, a five-speed gearbox, the roof came off and was stowed in the boot, which was very clever use of space.'

So Mearns is a connoisseur of the model, and he makes a good case in favour of this version: 'The 1973 2.0-litre four-cylinder 914 evolved into a good car over four years of development, and then after '73, legislation forced it to have big rubber-covered impact safety bumpers that don't do it any favours aesthetically. The '73 2.0-litre model also has the special Fuchs wheels with the Comfort pack; I just think that's the best car. The six-cylinder engine of the 914/6 belongs in a 911. The difference in power is only 20bhp, yet a genuine six-cylinder car is worth £60 grand. If I were spending that kind of money myself I'd rather buy a four-cylinder 914 for £20 grand and a 911 for £40 grand. The 1.7-litre engine which became the 1.8-litre engine is OK, it just lacks a little bit of oomph, but the '73 2.0-litre engine makes up for that missing torque. It looks the best, and it has the best engine.' He takes a sidelong glance at the six-pot version: 'The 914/6 is quirky, and if the 914 floats your boat then the six-cylinder car is the pinnacle. But it's still an expensive car, and always was; back in 1970 it was only £100 more to get the 911T. And because outside the realm of connoisseurship it's not that well known, and that makes it harder to sell. We could have five or six times as many buyers for the four-cylinder car. What you've driven today is a nice package, it's a nice, cool-handling car with five-speed gearbox and disc brakes.'

Having comprehensively restored this car he is critical of anti-corrosion practices when it was in production. 'They had very little idea about rustproofing then, and there was no underbody protection apart from a primer coat. No one loved the 914 in the same way as they loved the 911; it was a stepping-stone car in the same way that some people see the Boxster today. I had one in the '80s, and people thought I was weird. But I like them, and they are currently undervalued, like the 924S. But they're cool cars, and I'm sure values will rise. Top whack is £20 grand, but they're slowly going up. All the American stuff wants doing



up. They are all left-hand drive, but in a classic car that doesn't matter. It's a difficult conversion to make, left to right-hand drive, because of the shape of the fuel tank; the steering column passes to the rack and the fuel tank is configured to accommodate that. You could have a racing fuel tank fitted, but the capacity would be small.'

The attention to detail in the refurbishment is impressive. 'The cockpit's upholstered in genuine Porsche basket-weave, with new velour carpet, door cards, new chrome trim strips, and the body's been repainted in its original Horizon Blue. It's like a new car, but it's only £20,000. Should be at least £30K, but no one's going to pay that till they've worked out the 914's better than certain other classic cars, which they will do one day.' The overall condition is indeed amazing and the only minor blemish I spot is a repair in the dashboard top. Both doors shut perfectly, and it is completely clean in the boot spaces front and back. It has the typical Fuchs-made alloy wheels shod with Firestone TZ300 185/65 R15s all round. Great little car.

There's a school of thought that believes the 914 is a Marmite car – you either love it or you don't. Aesthetically it may appear slab-like to the uninitiated, but scrutinise it more closely and there is scarcely a panel with a straight line; it's more a mixture of very subtle and gentle curves, which is an agreeable and efficient use of bodywork space. Get over your aesthetic prejudice and concentrate on the joys of a classic mid-engined chassis and torquey, reliable, some say unburstable, flat-four gutsy power. So I think that someone bent on spending £20 grand on a 987 Boxster might take a look at a classic 914 before they jump into modernity. **PW**

An aquired taste perhaps, but the 914 is currently undervalued and is a quirky entry into classic, air-cooled Porsche ownership. Mid-engined, with stowable targa top, five-speed gearbox, discs all round and a tough, four-cylinder engine, get in now before everyone wakes up to these relative bargains



CHECKLIST

BACKGROUND

Originally sold in the USA, this 1973 four-cylinder 2.0-litre 914 was sourced in Arizona and shipped by Gmund cars in 2015, whereupon it received a complete body and interior restoration including repaint in original Metallic Blue and re-trim in basket-weave vinyl.

WHERE IS IT?

Gmund Cars operate from Nidd Valley Business Park on the outskirts of Knaresborough, a stone's throw from the Yorkshire Dales. They always have a small but tantalising selection of classic Porsches in stock, with several interesting projects on the go. Phone Andrew Mearns on 01423 797989 or check the website, gmundcars.com

FOR

Great driving experience, removable Targa top enables fresh air motoring; it's a freshly restored car, available from a reputable dealer who knows and cares about this particular model.

AGAINST

I couldn't find anything to criticise about the car in general, though the Comfort pack with its bulky centre console reduces the space adjacent to the accelerator pedal, so moving right foot from throttle to brake is not as simple as without it. Removing Targa top is simple enough, but stowing when you have luggage on board is problematic.

VERDICT

Excellent handling on backroads, ample power to enjoy mid-engined chassis. Seems keenly priced for a restored turnkey car, should appreciate in value.

VALUE AT A GLANCE

Condition
Price
Performance
Overall



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Deadline for inclusion in the May issue is 16th March (June issue deadline 14th April).

TRIED & TESTED

With 911 & Porsche World's roving reporter, Johnny Tipler

924 CARRERA GTS

1981 'X'

The 924 Carrera GT is the only front-engined Carrera model that Porsche built, and that makes it the most desirable of all its front-engined water-cooled models. A limited production run, it also has a racing pedigree from when three Carrera GTs finished 6th, 12th and 13th at Le Mans in 1980. For that reason, it used to be a favourite with the pastiche brigade, but Specialist Cars of Malton have the real thing on sale in the shape of an evolution GTS.

Unveiled as a styling exercise at the Frankfurt show in September 1979, the 924 Carrera GT was an evolution of the 924 Turbo and was given the factory type number 937. The body kit is unpretentious, as the car was intended for competition work, and it was therefore produced in sufficient numbers for homologation into Group 4, leading into the Group B supercars that would take over in 1982. All 59 GTs were entirely created in the Weissach skunk works, including prototypes and press cars, and Porsche lined 50 of them up for the FIA to inspect.

Visually, the 924 Carrera GT stands out because of its plastic front wings and wheel spats – and that distinctive bonnet air scoop. Under the skin, what makes it special is the air-to-air intercooler that the ordinary 924 Turbo didn't have, lying flat on top of the engine's cam cover and served by the dedicated air scoop. It develops 245bhp at 6000rpm in GTS spec, which may not be a wildly increased output, but the car derives its punch and its raw character from a good power-to-weight ratio. This is achieved in time-honoured Carrera tradition by omitting superfluous sound-deadening, and swapping narrow steel front wings for broad-shouldered polyurethane and glass-fibre composite panels, and trading the steel doors and bonnet for aluminium skins. The front spoiler, outer sills and rear wheel arch extensions are also in flexible polyurethane, reinforced with glassfibre. Only the roof, the rear quarters behind the doors, floorpan, bulkhead and inner wings are in steel. Thinner gauge steel is used for unstressed panels, the door skins and bonnet are in aluminium – and those composite polyurethane and glass-fibre front wings, outer sills, air dam and rear wheel arches have the added benefit of flexing when pressed.

In the cabin, still recognisably that of the 924 with its two-plus-two ergonomics, creature comforts and amenities in UK-spec cars include 911SC sports seats, deep-pile carpet, electric windows, Panasonic radio/cassette player (model number CQ863) with electric aerial, tinted glass, driver's door electric/heated mirror, rear wiper, headlamp washers and four-spoke sports steering wheel. Thus, the Carrera GT tips the scales at just over 1000kg, undercutting the normal 924 Turbo by 181kg. This, combined with the punch from the intercooled turbo engine, cracks up a top speed of 150mph and a 0–62mph (100kph) of 6.9s. By comparison, the normal 924 Turbo produces 177bhp and makes 127mph tops, with 0–60mph coming up in 9.2s.

9800 MILES

£190,000



Once you've mastered the quirks of the dog-leg shift, it's a vivid driving experience. When the turbo kicks in it's creamy smooth – and after 3000rpm it pulls like a train. Up to a point, there's so much torque available that you can (almost) get away with treating it like a four-speed 'box and forget about first, although second is frequently difficult to find. Handling is neutral, with a hint of understeer, and the car drifts rather than the back end coming out at speed. The brakes are the weakest link – they feel like early 1980s brakes and, although they do the job, they don't match the car's performance. The steering is high-g geared, as well, which makes over-correcting a temptation.

Once you get it moving it comes alive. It's a fast, well-balanced driver's car – reliable, economical (returning 30mpg) and easy on tyres. Alongside the 160mph speedometer, the rev-counter is orientated to provide an unrestricted view of the dial from 3000rpm to 6000rpm beneath the rim of the unadjustable steering wheel. The turbo emits its characteristic whistle just below 2000rpm and the boost gauge in the base of the rev-counter starts to register at 2500rpm with 0.5bar, rising to 1.2bar around 3000rpm when torque peaks – and there it stays. Lag is minimal. There's a surge of power at 3500rpm, complemented by a change in the exhaust note as it comes on full song. It's a fast A-road car, and highly entertaining on smooth-surfaced B-roads and back-doubles, when an incautious right foot reminds me of its depths of power. Handling is spot-on, as you'd expect from such a well-honed package, incorporating positive scrub-radius front-suspension geometry that doles out all the front-end grip you need to tackle fast corners. It's a piece of Weissach history, and it's yours for the not unreasonable sum of £190,000. Monte Carlo here we come (to see if we can win the dosh to buy it)! PW



A genuine piece of Porsche competition exotica, albeit at a price. The 924 Carrera GTS is a rare beast and is the factory Porsche of choice for one Derek Bell. Extended arches cover fat Fuchs wheels and the 924's 2-litre engine is boosted to 245bhp

CHECKLIST

BACKGROUND

The 924 Carrera GTS is the holy grail of front-engined Porsches, and this low-mileage example is immaculate, too. Almost too good to use as it was originally intended, but it would be a crime not to.

WHERE IS IT?

With a showroom full of cars to die for, Specialist Cars of Malton's premises are just off the main A64 between York and Scarborough, at 22 Derwent Rd, Malton YO17 6YB. Phone John Hawkins or Mark Mullen on 01653 697722 or look on line at specialistcarsltd.co.uk

FOR

The real McCoy, with authentic period factory specification, a great drive, a status symbol and the potential to participate in retro race and rallying.

AGAINST

Austere cabin and competition spec may be tiresome in a road-going context – but you wouldn't buy it just for that.

VERDICT

The GTS Club Sport is a proper factory-built lightweight special that is quick and rewarding to drive, and the basis for a spot of competition motoring as well. Like all special editions, especially one with a direct lineage to competition success, its value will increase.

VALUE AT A GLANCE

Condition



Price



Performance



Overall



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Steve Bennett takes a nostalgic look back at *911 & Porsche World* from days gone by

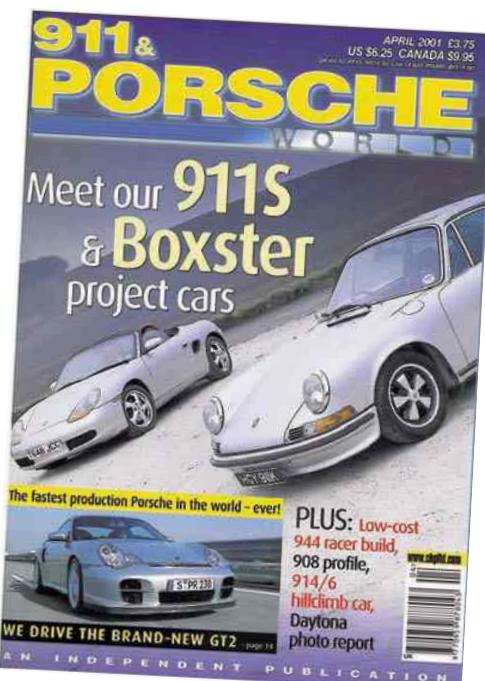
APRIL 2001 (ISSUE 85)

April 2001, a full 15-years ago. Does it seem like it? Yes and no. Much seems familiar, but the reality is that 2001 is very much an analogue age compared to today's digital utopia. The internet has yet to transform our lives, the iPod is some way in the future and smartphones likewise. The whole downloading and streaming revolution is being strangled by dial-up broadband, and cars – because that's why we're here – are still very much mechanical with just a smattering of computing capability. Some are more analogue than others and wear their relative simplicity as a badge of honour, rather like the 996 GT2 on the front cover of this corresponding issue.

Dubbed the 'Widow maker', the GT2 was one bad ass machine – a 996 Turbo stripped of the four-wheel drive and wound up to 11 with close on 500bhp and minus any sort of namby-pamby safety features. Naturally it came with a manual gearbox only and would run at near as dammit 200mph. We sent now Dep Ed, Brett Fraser to the launch and he still visibly twitches even now when recalling the experience.

Despite its seismic performance, the 996 GT2 never really caught on. Maybe it was just too brutal, but these days it has something of a cult following and pricing to match, thanks to rarity and appreciation of its no compromise spec. After all, it's unlikely that Porsche would dare to build something that puts full control in the hands of the driver these days.

The GT2 didn't get the full front cover treatment, though. As is often the way we elected to put a couple of more real world Porsches in pole position, in the shape of contributor, Peter Morgan's 911S and Boxster project



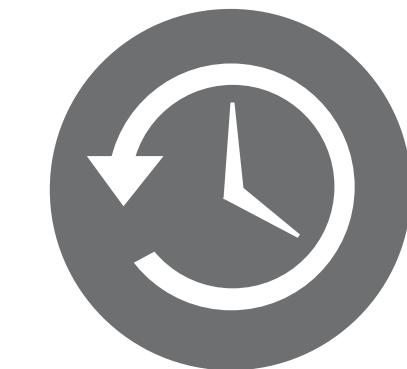
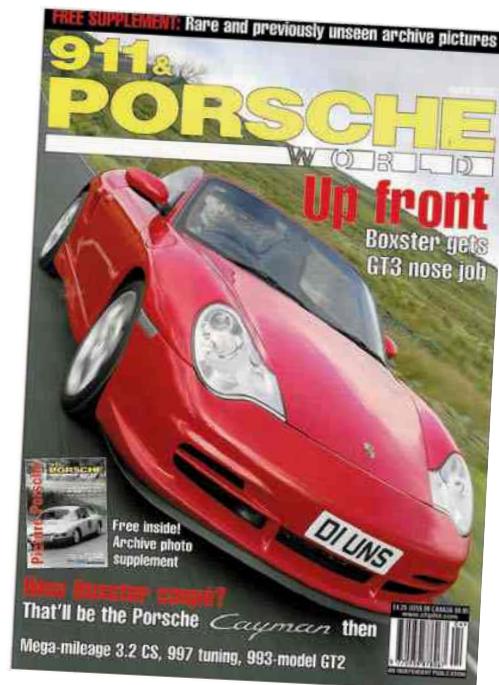
cars. If ever there was an example of the difference that 15-years can make, it's the notion that a 1972 911S could be considered to be a real world Porsche. Such was Peter's relaxed attitude to the car, he even raced it for a while in the Giroflex PCGB series. Anyone reading the mag back then might well have quite fancied a 911S based on Peter's scribblings. No problem. A quick perusal of the classifieds and a few sub £20,000 examples are soon unearthed.

APRIL 2005 (ISSUE 133)

A chunky issue this one, thanks to the inclusion of our free archive supplement inside, adding an additional 34 pages to an already wholesome 158 pages. It's a feast of rare images, some of them never seen before.

Talking of rare images, our own Keith Seume used his Carte Blanche column to ruminate on the best way of archiving pics, with particular attention to the stability of the CD disks that were the favoured means of storage at the time. With hard drive space so cheap these days it's hard to imagine it being an issue, but then here I am currently staring at 1000+ disks, all waiting to be transferred before they potentially deteriorate and then probably never see the light of day again, as is the fate of so many digital images.

We like a high-mileage story in 911&PW and here's one from the April 2005 issue. It concerns Oliver Walker's Carrera 3.2 Club Sport, in which, back then, he had covered nearly 350,000-miles. It was an amazing story and a prime example of how cars like to be used rather than cosseted. Yes, of course it needed an engine rebuild, but not until 300,000-miles!

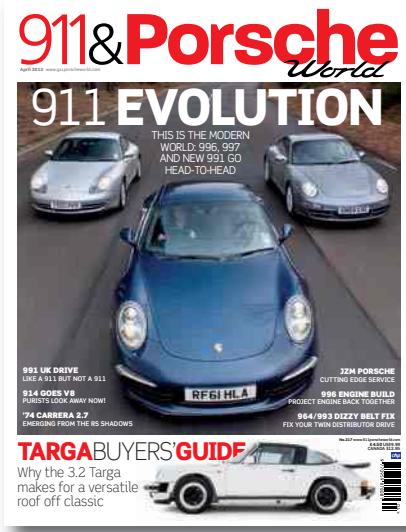


APRIL 2012 (ISSUE 217)

A major evolution in the life of the 911 – the 991 is here. No, it's not the first time that we've driven it at this point, but importantly, this is the first UK drive, the one that really matters after the usually inconclusive launch drive on foreign roads. And so it was we picked up a base Carrera 2 early on a Friday evening from Porsche Cars GB, Reading and headed oop north to a freezing Northumberland for a couple of days' driving that would see us finish off on snowy North Yorks moors, before heading back south to pitch the 991 against its modern Porsche forebears – the 996 and 997.

The verdict? Well, as with every 911 evolution we lamented the fact that some of the 911's character had gone missing in the pursuit of progress, but hey, you know, it's still got that 911 thang going on and we should applaud Porsche for pursuing the rear-engined layout, despite the ongoing battle to engineer out its wayward influences. Actually, looking back now, the most disappointing aspect of the base 991 was its rather gutless 3.4-litre engine, which had to be worked very hard and was always at odds with the very tall gearing. With that in mind, the necessary evil that is turbos for the 991 gen 2 can only be a good thing for the entry level 991.

Of the three car – 996, 997, 991 – shootout, it was the 997 that captured our hearts, if not our heads. Four years on the same is probably true now and it could be that we will look back at the 997 as being the sweet-spot of the modern 911 incarnation.



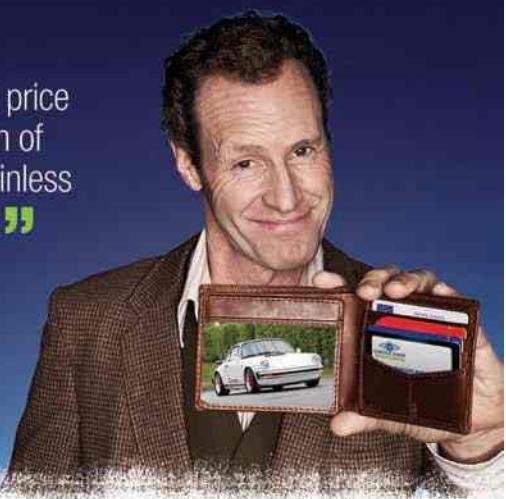
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